

Navy News

JANUARY 1978

5p

Fighting fires in Northern Ireland has, unfortunately, an added dimension. This picture captures an inter-Service atmosphere with watchful Army protection as Service teams, including Royal Navy men, go about their firefighting duties.



FIRE POWER

Christmas '77 will remain imprinted on the memory of thousands of men of the Royal Navy and Royal Marines as the one spent in a strange town in the company of a Green Goddess. As Christmas neared, some 4,000 R.N. and R.M. firefighters, with more than 500 supporting personnel "in the field," were preparing for probably the most unusual festive season of their whole naval careers.

Throughout the U.K., including Northern Ireland, they were ready to dash at a moment's notice to meet any type of fire challenge — as men from all the Services had been doing during the previous weeks. Hotels, warehouses, garages, flats, oil depots, chimney fires . . . these were just a few of the outbreaks tackled with determination since the sailors moved in at the start of the firemen's strike.

Many hundreds more sailors were ready to join the operation in the New Year if the strike continued.

Working a three-watch system (12 hours on and 12 off, with one watch off duty), many of the men were operating from the Green Goddesses, while nearly 30 rescue teams worked from Land Rovers. In several parts of the country there were also Navy-manned "Flying Flotillas" operating from Goddesses being held in reserve in the event of major fire or incident. Two of these had been nicknamed H.M. ships Deluge and Dowser.

Depending on circumstances and area, some of the naval firefighters were hoping to snatch a short break with their families over part of the holiday season. Meanwhile much of the sailors' temporary accommodation had been given festive touches — and many organizations, groups and individuals had provided Christmas comforts for the Servicemen.

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Ark in Naples

Neapolitan reminder for men of H.M.S. Ark Royal, whose runs ashore on Mediterranean deployment before returning home for Christmas included the famed Italian city. With the Ark is the stores support ship R.F.A. Lyness.



YACHTIES' REUNION

Commander the Prince of Wales has accepted an invitation to a reunion of Royal Yachtsmen past and present in Portsmouth on January 20. About 300 of all ranks and rates are due to attend.



Nightcall for a Green Goddess and the naval firefighters are on their way. "Delta Two," manned by sailors from H.M.S. Dolphin, heads out into the night to tackle a blaze in Birmingham.

Picture: CPO(Phot) Eric Thompson

NO GAG ON PAY STUDY FINDINGS

The Armed Forces Pay Review Body is free to suggest what would be appropriate rates of pay for the Services even if they cannot be implemented under Government pay policy. This was made clear by the Defence Secretary (Mr. Fred Mulley) in a written answer to a Parliamentary question.

The question also asked if the AFPRB is free to publish in its reports any conclusion which it has reached on the shortfall of the level of Service pay compared with other occupations, and on the resulting hardship suffered by those serving in the Forces. The one-word reply to the whole question was "Yes."

Meanwhile, public discussion on Service pay has continued unabated and the Commons has approved without a division a motion calling on the Government "to ensure a reasonable increase in the remuneration of Servicemen and Service-women in the Armed Forces and a substantial improvement in their conditions of service."

'A RAW DEAL'

For the Government, the Minister of State for Defence (Dr. John Gilbert) said the recommendations of the AFPRB "must be implemented in a way that is consistent with the Government's pay guidelines, and this may involve phasing over a period."

Moving the motion, Mr. Graham Page said the ordinary citizen was asking why Servicemen and women were being given "such a raw deal." He said that if a ten per cent. increase was applied overall in April, the gap between comparable

salaries and Servicemen's earnings must get bigger. "I suggest that something better than the ten per cent. should be given in April and that there should be comparability at some stated future date."

Mr. Page said: "I believe that both officers and other ranks in the Services are so disillusioned with the Review Body, with the way the Government have hamstrung and fenced in the Review Body, that there is a demand for an Armed Forces negotiating body on the lines of the Police Federation."

Mr. John Cronin said it was absurd that firemen should be receiving, on average, £12 a week more for not fighting fires than the men who were actually doing their job for them. "The substitute for unions is the assurance that the Government look after the interests of the Armed Forces in the matter of pay and conditions of work. We in the House should be the shop stewards. We should be the union representatives of the Services. We — not just the Minister — should be their representatives, and we should insist that the Government take appropriate action in the matter of pay and conditions of work."

(Continued in Page 40)

HECATE AND HYDRA 'UP THE GULF'

Three weeks after taking the first sounding of a three-year hydrographic survey of Iranian waters, H.M. ships Hecate and Hydra broke off for a five-day Christmas break in Bahrein.

The first sounding of the survey, being carried out under contract to the Iranian Government, took place as the Hecate steamed slowly southward on her first survey line on a typically warm and sunny December Sunday afternoon in the Persian Gulf.

In mid-November, as the two ships headed from Gibraltar and Malta to the survey area, the Chaplain to the Survey Fleet, the Rev. Nigel Pond, had been able to lead two services of Remembrance — the first on board the Hecate and the second on her sister ship after a short helicopter flight.

As the ships anchored near Port Said before the transit of the Suez Canal, they were surrounded by an army of "bum" boats selling their wares and a traditional gully-gully man needed no persuasion to provide the ships' companies with two hours of his special brand of magic.

After a 15-hour transit of the Canal, the ships passed Suez to head down through the Red Sea and back up the Gulf of Aden for a five-day visit to the Iranian port of Bandar Abbas, which is the base for all the R.N. survey ships during the programme.

Major task of the first ten days in the survey area was to set up the three Hifix sites ashore to form the radio navigational chain by which both the ships and their boats are able to determine a continuous and accurate fix.

After the preliminary work and first soundings, the ships took a two-day "breather" in Bandar Abbas, returning to the survey ground until the Christmas break.

In the New Year, the ships are being joined by the coastal survey vessel H.M.S. Beagle. In June all three ships will return to the U.K. to be replaced by two ocean survey ships and two coastal survey vessels.

The project will enable the Iranian Government to produce up to 26 large-scale navigational charts and will represent a major contribution by Iran to the safety of international shipping.

Lowestoft keeps the 'Cock'

Winning four out of five events, H.M.S. Lowestoft retained the Second Frigate Squadron "Cock" at H.M.S. Excellent on November 18.

In 1976 the Lowestoft shared the trophy with H.M.S. Hardy, but the Hardy was unable to take part this time because of other commitments. The other competitors were H.M. ships Apollo, Euryalus, and Torquay.

The Lowestoft, having just completed work-up at Portland after a refit, won the six-side hockey and soccer, and the squash and volleyball, but were beaten into second place by the Torquay in the seven-a-side rugby.

Move to set up ten-pin team

Ten-pin bowling is catching on in such a big way at H.M.S. Collingwood, that moves are afoot to form a R.N. and R.M. team to enter national tournaments and eventually compete in the inter-service championships.

Enthusiasts should send details of experience, league average (if any), where stationed, and availability during March-May 1978, to: CEA2 M. Carr, PO's Mess H.M.S. Collingwood, Fareham, Hants, or to Sgt. R. Stocks, RN/RM Careers Office, State House, High Holborn, London WC1R 4TG.

HONOURS EVEN

During the first of a series of visits to Bandar Abbas, a combined soccer team from H.M. ships Hecate and Hydra drew 3-3 with a team of civil engineers from Wimpey Laing. Later the ships' companies were lavishly entertained by the contractors in their own club.



To the delight of his audience, the gully-gully man works his magic on the flight deck of H.M.S. Hecate as she and her sister ship H.M.S. Hydra await transit of the Suez Canal.

WILF CROSSES THE LINE



Wilf gets a close shave: Left to right, the doctor, Lieut.-Cdr. Peter Burgess (flight commander), "victims" LACMN John Pooley and Wilf, a bear, LA(SE) Dennis Cooke (in the background) and the barber, the aptly-named LS George Barber.

Endurance's dummy steals the show

Wilf, the Royal Navy ventriloquist's doll who starred in B.B.C. Television's "Sailor" series, stole the show once again when he and his associate, LACMN John Pooley, crossed the Equator in H.M.S. Endurance.

The Endurance, bound for Antarctica and ice patrol duties, crossed the line on November 25.

By naval tradition a small ceremony was arranged for those sailors who had not visited the Southern Hemisphere before, involving a swimming pool, a judge, chief of police, policemen, bears, King Neptune and his Queen.

Transgressors were shaved by a doctor and a barber and then "ceremonially" dunked by the bears.

Wilf and LACMN Pooley survived the ordeal and, as usual, came up smiling — especially when the judge made the following comments about Wilf to Neptune:

*The gentleman before you now
The shorter of the two
Young Wilf by name, TV his fame
And "Sailor" his debut,
Please don't soak him, sire, I beg
Although it is your right
For Wilf is not the only kind
Of dummy on the flight.*

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

LS(S) T. R. Pordage, 3 M stb Mess, H.M.S. Euryalus, Plymouth based (2nd Frigate Sqdn), will exchange for any Plymouth based ship going foreign.

AB(R) J. B. Crookford, 72, Furlands, Haylands Estate, Portland, drafted H.M.S. Berwick, April 10, will swap for any Portland ship or shore base.

OEM1 D. Noble, 106 Cabin, Grenville Block, H.M.S. Pembroke, drafted H.M.S. Tiger April 28, United States deployment. Will swap for any sea-going frigate.

RO1(W) D. P. Hogan, "D" Watch RN/RAF Commcen, Mount Wise, Plymouth, drafted H.M.S. Juno (Portsmouth) May 29. Will swap for any Plymouth based Leander frigate.

LCK W. Sharples, 2D 2 Mess H.M.S. Amazon, going to refit Devonport, June 1978. Will exchange for any sea-going frigate or smaller ship.

MEM A. Sweeney, 1 Mess H.M.S. Gavinton, due to join H.M.S. Neptune February 13. Going outside August, would like draft in Rosyth area.

LRO(W) P. J. Wood, 3E Mess, H.M.S. Blake, deploying States and Canada, May. Will swap for any Portsmouth long refit, or Portsmouth shore establishment.

MEM2 Nicholls, H.M.S. Newcastle, Portsmouth based. Will swap for any Plymouth based ship, refit or sea-going (Address: Newcastle, with Swan Hunter, Newcastle, Wallsend).

ALMEM F. Chesser, 2E21 Mess, H.M.S. Ark Royal, will swap for any Portsmouth-based ship.

LS(S) G. Gardiner, 4WAO Mess, H.M.S. Ark Royal, will swap for any Leander or Type 21 frigate. Ark due to be deployed April, 1978. Any other swap draft will be considered.

RO1(T) P. Davis, Priory House, H.M.S. Dryad, drafted to H.M.S. Cleopatra, re-fitting Plymouth (April). Will swap for any Portsmouth frigate.

ALREM(A) M. A. Perrin, E1 Mess, H.M.S. Daedalus, drafted RN air station Culdrose, February 13, will swap for draft to RN air station Portland.

RO1(G) Chatwin, H.M.S. Crichton, Rosyth based, re-fitting Plymouth until April/May. Will swap for any Portsmouth-based ship.

LS(M) A. M. Bennett, Guard Office, H.M.S. Nelson, drafted H.M.S. Hermione, February, Devonport-based. Will swap for any Portsmouth-based ship of any class.

CK N. Turner, 3 L1 Mess, H.M.S. Blake, deploying Med., U.S.A., Canada, S. America. Will swap for any Gosport / Fareham shore base or H.M.S. Nelson.

MEM1 F. Fishlock, 3M2 Mess, H.M.S. Blake, deploying to U.S.A. Will swap for any Portsmouth ship in refit, or not going on deployment.

CEM1 A. P. Gardiner, 3EA Mess, H.M.S. Aurora, Plymouth based. Will swap for H.M.S. Neptune, but not on A.F.D. 60.

ASTD K. Maddock, Yeovil Block, H.M.S. Heron, drafted H.M.S. Tiger Portsmouth May 22, due for nine-month refit August. Will swap for any ship due for long deployment.

POCA P. J. S. Mill, H.M.S. Hermione, due deployment States / Canada / West Indies, June to December. Will swap for any ship "reasonably U.K.-based."

OEM1 A. D. Cox, due to join H.M.S. Defiance January 12. Will swap for any Devonport frigate on foreign deployment.

Replies to 71, Malvern Road, Headless Cross, Redditch, Worcs, until January 10.

MEMN(P)1 M. Blower, CPO's Mess, H.M.S. Cochrane, drafted January 4, Rosyth Static F.M.G. (over 18 months). Will swap for any similar draft in the south-west. Replies until January 4, 37, Weston Mill Hill, Weston Mill, Plymouth PL5 PAR.

LSTWD E. Griffiths, c/o Wardroom, H.M.S. Raleigh, drafted to H.M.S. Hermes, Devonport, May. Will swap for any Portsmouth or Chatham-based ship due deployment or not.

RO1(G) Semple, drafted to H.M.S. Cuxton (Rosyth-based) May 1. Will swap for any Chatham or Portsmouth-based ship. Replies to "A" Watch, RN Commcen, Whitehall, Old Admiralty Buildings, London.

AMN2 R. Gallagher, H.M.S. Ark Royal, will swap with any AMN or AA with fitting and turning qualifications, stationed in, or near Plymouth area. Draft has under year to run.

AB(M) A. Stuart, E2 Mess, H.M.S. Excellent, Portsmouth, drafted to H.M.S. Tiger, Portsmouth-based, May 5. Will swap for any Plymouth-based ship or establishment.

SA W. Jones, C-1-1 Mess, H.M.S. Sultan, will swap for any Chatham shore billet or refit ship.

LMEM A. Payton, 3G21 Mess, H.M.S.

Blake, due deployment U.S.A. Will swap for any Portsmouth / Portland gas or diesel ship.

AB(M)(FCII) W. Riddell, H.M.S. Neptune, drafted H.M.S. Tartar March, Portsmouth refit. Will swap for any Rosyth-based frigate.

AB(R) D. R. Williams, 50, Foxwood Gardens, Plymouth, PL9 9HX, drafted to H.M.S. Amazon (Top P.O.S.) June 26, re-fitting one year, will swap for any sea-going Type 21 ship (Plymouth-based).

RO1(G) W. A. F. R. Clark, 33 Mess, H.M.S. Rooke, drafted R.N. Commcen, Portsmouth. Will swap for R.N. Commcen, Whitehall.

AB(S) M. W. Harvey, Keyboard Dept., H.M.S. Defiance, Plymouth. Will swap for any London establishment, preferably H.M.S. Warrior. Passed for LS(S) but this qualification not necessary for relief.

AB(M) Carder, drafted H.M.S. Drake April 24, joining H.M.S. Ark Royal July 31, will swap for any Portsmouth-based ship. Replies to 33, Newfield Lane, Hemel Hempstead, Herts.

LS R. Newman, drafted H.M.S. Osprey, Portland, February, will swap for any Devonport ship in long refit or any Devonport shore establishment. Replies to 7, Shaftesbury Cottages, North Hill, Plymouth, Devon.

LRO(G) K. Phillips, Commcen, H.M.S. St Angelo, Malta, drafted H.M.S. Euryalus, May 22, will swap for any sea-going Leander or Type 21.

Sceptre completes sea trials

The Royal Navy's latest nuclear-powered Fleet-class submarine, H.M.S. Sceptre, has completed her contractors' sea trials and is now undergoing the final stages of her build at Vickers Shipbuilding Group, Barrow.

She is due to commission at Barrow next month before entering the Second Submarine Squadron at Devonport.

The "new" Sceptres are keen to make contact with any member of the ship's company of the previous H.M.S. Sceptre, a Second World War submarine which spent much of the war working with X-craft.

Anyone who would like to be associated with the new boat is asked to write to the Commissioning Secretary, H.M.S. Sceptre, Vickers Shipbuilding Group, Barrow - in - Furness, Cumbria, or telephone Barrow 25601, extension 282.

Win £20 for diesel idea

Changing exhaust thermocouples on Ventura diesel engines — which are fitted in most warships, either in the form of generators or as main propulsion — is very difficult, especially on the cylinder heads underneath the charge air coolers.

The Head of the Diesel Section, D.G. Ships, Bath, is offering a £20 prize for the best invention enabling one of these to be changed in less than 20 minutes.

The old electrical lead can be cropped to make removal easier, but the change must be demonstrated on a well-used, tight thermocouple.

Entries should be sent in through ships' MEOs. The winner will also be proposed for a Herbert Lott award.

Torquay goes North-East

H.M.S. Torquay's routine visit to Sunderland was a great success, particularly as it came after a long period of hard work, including three weeks at Portland.

The people of Wear responded with usual hospitality. There was a reception in the new Civic Centre for members of the ship's company, who were also admitted free to many cinemas and clubs.

During the visit a live broadcast was made from the ship by Radio One, and 80 pints of Sunderland Bitter came from Vaux Breweries for the petty officers' mess.

Defence chief visits Portland

The Chief of the Defence Staff, Marshal of the Royal Air Force Sir Neil Cameron, visited Portland naval base and H.M. ships Leander and Antelope. He was accompanied by Capt. A. R. Wood and Flight-Lieut. J. C. French.

Oracle serenade

It was a memorable farewell for H.M.S. Oracle when she left Stockton-on-Tees after a brief visit. The band of Norton School, which has a liaison with the submarine, serenaded her as she slipped out of Middlesbrough Docks.

Devonshire pulls pints

A total of 128 units of blood, equivalent to about 12 gallons, was given by the ship's company of H.M.S. Devonshire when she was host to the Wessex Blood Transfusion Service.

FILMS FOR THE FLEET

How Attenborough's Garden grew . . .

"A Bridge Too Far," the story of the largest airborne assault in history, was itself planned and filmed like a military operation.

Second World War uniforms came from every costume house in Europe; aircraft, tanks, armoured vehicles, jeeps, cannon and guns of every description were culled from museums, veterans' organizations and private collections.

The Ministry of Defence and the defence departments of the United States, the Netherlands, Belgium and Denmark pooled their knowledge and expertise in assembling the necessary equipment to re-stage Operation Market Garden, the plan involving the capture of six bridges in occupied Eastern Holland.

Leading survivors of the operation vetted the final shooting script, more than 1,500 Dutch extras stood by for battle scenes throughout the months of production, and the 1st Battalion of the Parachute Brigade was "signed up" to perform four spectacular mass drops.

Director Richard Attenborough even had his own "private army" of 104 hand-picked actors who lived in barracks, kept their hair "short - back - and - sides" and were drilled to think and act like the crack troops they were playing.

With a cast of 137 headed by 14 of the top international stars it all adds up to a major war film and the outstanding offering of the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Here is the full list:-

The Little Girl Who Lives Down the Lane (AA) — Jodie Foster, Martin Sheen. A thirteen-year-old girl living with her father in a quiet sea coast village cottage in America is drawn into a complex and terrifying sequence of events. Rank. No. 517.

Twilight's Last Gleaming (AA) — Burt Lancaster, Richard Widmark. A former United States Air Force brigadier-general

breaks into a missile launch control centre in 1981 and takes control of nine Titan missiles. Hemdale. No. 518.

Big Banana Feet (AA) — Featuring Billy Connolly, the Glaswegian singer and story-teller. Brent Walker. No. 519.

A Bridge Too Far (A) — Dirk Bogarde, James Caan, Michael Caine, Sean Connery. The story of Operation Market Garden, a bold single thrust aimed at ending the Second World War by the winter of 1944. United Artists. No. 520.

Rolling Thunder (X) — William Devane, Tommy Lee Jones. Two United States ex-servicemen who have endured physical and mental torture in a prisoner-of-war camp return home to unwanted publicity that leads to a trail of death. Brent Walker. No. 521.

Logan's Run (A) — Michael York, Richard Jordan, Jenny Agutter. Science fantasy set in an underground city of the future where people enjoy every pleasure until they reach the age of 30. MGM. No. 522.

Sunshine all the way

A dazzling smile from Miss United Kingdom, Madeleine Stringer, helped bring sunshine to an otherwise wintry day at the Spastics Centre, Rowner, Gosport. And the reason for her visit was the happy ending of a particularly sunny story.

It all began with a walk in the sunshine on the Indian Ocean island of Diego Garcia in April, 1977 — no easy stroll for the 18 sailors of R.N. Party 1002 who set out to walk 36 miles from the north-east point of the island to their base at the north-west end.

Eight completed the distance and the remainder covered between 15 and 33 miles — resulting in sponsorships totalling £2,100.

The aim was to give handicapped children supported by Gosport and Fareham Spastics Society their best Christmas present ever — a Variety Club Sunshine Coach.

With £500 added to their total by the Society, plus £900 from the Variety Club, their object was achieved, and the 12-seat coach was handed over to the Society by Mr. M. K. Ewans, Head of the Foreign Office East African Department.



Jenny Agutter in "Logan's Run."

SUBMERINAS!



One of the more unusual events which took place during H.M.S. Dreadnought's visit to Thessaloniki, Greece, was a meeting of submariners and ballerinas. Sadlers Wells Ballet Company was appearing locally and an impromptu cocktail party was arranged.

The photograph shows the Prima Ballerina, Margaret Barbierie, with her lead "boys," Lieut.

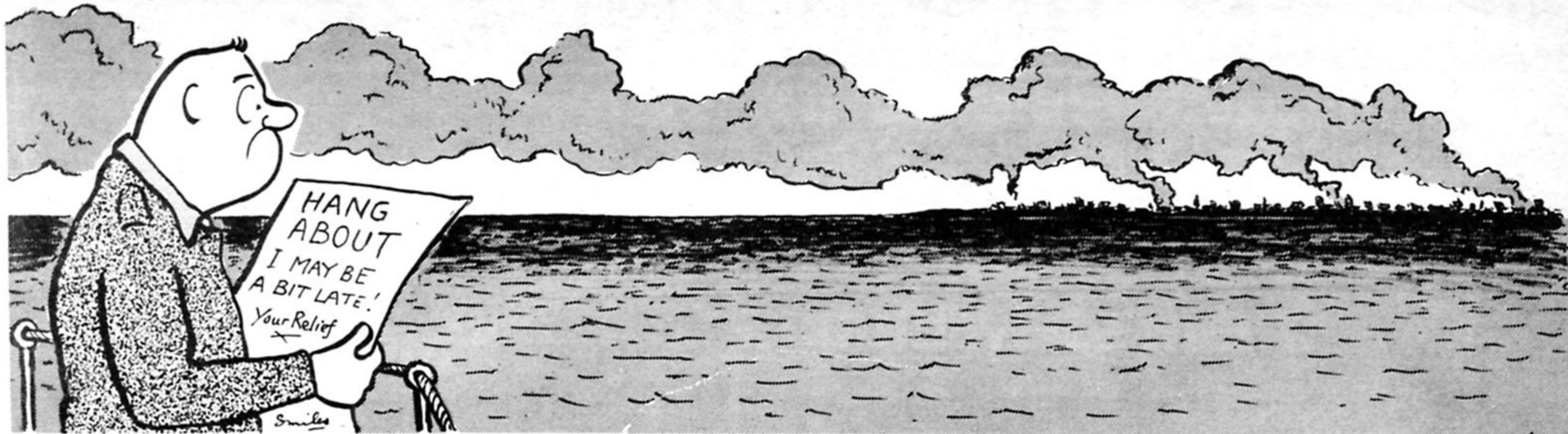
Cdr. John Faulkner, the senior engineer, and Lieut.-Cdr. Nick Fulford, the weapons electrical officer. The ballet-lover in the background is LSTWD "Jacko" Jackson.

The Dreadnought appears to have discovered a novel way of keeping crew members on their toes. . .



Sunny smiles at Rowner from Miss United Kingdom, Madeleine Stringer, and two sailors who took part in the sponsored walk in Diego Garcia, CPO Alan Brown (right), now of S.M.A., H.M.S. Nelson, and LRO Bruce Jermy, of H.M.S. Warrior.

Picture: LA(Phot) Jim Miller



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VALENTINES DAY FEBRUARY 14th

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12 MONTHS SERVICE

Is your relief on a Green Goddess?

Those of you serving in ships have no doubt had a chuckle at the thought of your oppo on shore getting caught for firefighting duties on board a Green Goddess.

Perhaps some of you nearing the end of your time at sea are also wondering how the firemen's strike will affect you. Is your relief wearing sea boots and oilies instead of sitting in a classroom getting himself qualified to come and relieve you?

As Drafty writes this article the strike is still on — and although his crystal ball is often mentioned on this page, even he cannot predict how long the sailors will be needed. But the longer the strike goes on, the more sailors will be needed to provide relief crews and the greater will be the effects.

SEA DRAFTING UNAFFECTED

Drafting to sea is at present unaffected and the training of men due for sea draft is continuing to the maximum extent possible. Obviously the Navy cannot provide thousands of sailors for firefighting out of the buffers' parties and barrack stanchions alone, and some training classes and their instructors have had to be used, although new entry training goes ahead.

Draft Orders to sea are issued five months ahead in order to give plenty of notice of sea draft. So some of the ratings on petty officers and leading rates courses which have been suspended will already have drafts to sea at the end of course. Other ratings with

drafts to sea will have been nominated for necessary pre-joining training courses during the next five months.

Drafty is monitoring all these side-effects of the firefighting, but no final decision on how it will affect your own relief can be made until the strike ends, revised completion dates for suspended courses have been fixed, and a new Draft Order can be issued.

'COME IN HANDY'

Men whose career course has been interrupted should complete it before joining their ships. When PJT courses have been interrupted, it will be necessary to judge whether the course is a "must" or a "come in handy" for the job to be done and therefore whether the draft date can stand

length of sea draft may be shorter, because they are nearing time expiry, or they are required for an important career course (such as mechanician training), or because the billet at sea is required for another rating requiring sea training.

If, therefore, your relief will have been delayed and it is judged necessary for him to complete an essential course before he joins the ship, it will be necessary to extend your time at sea.

The one exception will be for men who are time-expired — they will continue to come ashore in time to have their terminal leave, and Drafty will have to take exceptional measures to provide a relief in ships where a temporary under-bearing cannot be supported.

So Drafty's message is: If you are time expired you will still be released on time; if you are not, it may be necessary to extend your time at sea until your relief has caught up on his training. As soon as the strike is over and the training programme has been re-organized, your ship will be told by a revised Draft Order.

DELAYED COURSES

Finally some of you at sea may have been detailed for courses due to start in the next four months. Some of these may have to be delayed while interrupted courses are completed, but again you will be told as soon as the training programme has been revised.

Let us hope the strike will soon be settled. As soon as it is, Drafty will assess how you and your relief have been affected and issue revised Draft Orders where necessary.

Drafty's Corner

or be deferred. In some cases, the ship's programme may permit an outstanding PJT course to be completed after joining.

The length of sea draft is normally 27 months — the mid-point of the 24 to 30 month bracket necessary to allow flexibility to meet the ship's programme and avoid too great a turn-over in any department at any one time. For some ratings the planned

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(HMC Direct Grant going Independent)

EXAMINATION FOR ADMISSION for fee-paying places for September, 1978, for boarders aged 11+ and 13+ will be held in February, 1978.

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SOUTHDOWN

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Bridlington	£10.50	Whitby	£11.50
Scarborough	£10.90	Coventry	£5.20
Newcastle upon Tyne	£11.90	Warwick	£4.90
Sunderland	£10.90	Barnsley	£4.20
Middlesbrough	£10.05	Oxford	£3.50
Stockton on Tees	£10.05	Worcester	£5.75
Doncaster	£7.50	Gloucester	£4.90
Leeds	£9.25	Plymouth	£6.65
Bradford	£8.95	Newton Abbot	£5.75
Huddersfield	£8.60	Exeter	£5.20
Sheffield	£8.05	Portland	£3.50
Chesterfield	£7.50	Dorchester	£3.50
Nottingham	£6.90	Swansea	£6.65
Leicester	£6.10	Cardiff	£5.75
Northampton	£5.20	Newport	£5.45
Reading	£9.25	Bristol	£4.20
Liverpool	£9.25	Bath	£3.85
Birkenhead	£8.95	Salisbury	£2.30
Chester	£8.60	Gloucester	£4.20
Manchester	£8.05	Swindon	£3.85
Warrington	£9.50	Marlborough	£3.50
Newcastle under Lyme	£6.90	London (Portsmouth)	£3.50
Stafford	£6.65	London (Gosport)	£3.50
Wolverhampton	£6.10	Hull	£9.25
Birmingham	£5.75		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call.

Southdown Motor Services Ltd., Winston Churchill Avenue
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Defence Secretary Mr. Fred Mulley inspects Ajax Division at a passing out parade in H.M.S. Dauntless. He was met on arrival at the new entry training establishment by the Director WRNS, Commandant Vonla McBride, and the commanding officer of Dauntless, Chief Officer Hilary Jeayes.

Minister at Dauntless and Deal

H.M.S. Dauntless and R.M. Deal have been visited for the first time by the Defence Secretary, Mr. Fred Mulley.

At Dauntless he took the salute at a WRNS passing out parade before walking round junior ratings' accommodation, the mess deck and galley. He later met senior ratings in their mess, and officers in the wardroom.

DEAL

Main purpose of his visit to Deal was to meet 41 Commando Royal Marines and members of the Royal Marines School of Music. He was accompanied by the Commandant General Royal Marines, Lieut.-General J. C. C. Richards, toured barracks and accommodation, and saw the Commando in training.

The School of Music is due to move to R.M. Eastney, Portsmouth, by 1981. It provides basic training for junior musicians and more intensive training in all musical subjects for senior musicians.

SHIPS OF THE ROYAL NAVY

No. 266



Although this feature is called "Ships of the Royal Navy," from time to time we feature the supporting vessels of the Royal Fleet Auxiliary. This month it is the turn of R.F.A. Gold Rover, one of a class of five small Fleet replenishment tankers. Since April, 1976, she has belonged to the Sea Training Squadron, operating from Portland.

Left: Closing up for a replenishment at sea. Below: Gold Rover pictured off Portland.



GOLDEN GIRL OF THE TANKERS



Facts and figures

Displacement: 11,500 tons. Length: 461ft. Beam: 63ft. Main engines: Two medium Crossley Pielstick diesels each producing 7,762 bhp, giving a speed in excess of 18 knots. Complement: 16 officers and 38 ratings.

Gold Rover has the distinction of being the only Royal Fleet Auxiliary vessel in the fleet of 34 currently to wear a funnel badge. It consists of a road sign indicating a school, denoting her training role and originating from R.F.A. Black Ranger's days as the station tanker at Portland.

Gold Rover, second youngest of a class of five small fleet tankers identified by colour — the others are Grey, Black, Blue and Green — can replenish a frigate squadron with marine and aviation fuels, fresh water, dry stores and ammunition while under way at sea.

A distinctive feature she shares with the others of her class is the helicopter deck, which extends aft from the boat deck and is reinforced to enable the most modern helicopters to land.

The helicopters can be employed in a training role, used to collect solid stores and oil drums for transfer to their parent ship, or for delivery of mail or mail.

Newcomer

Stores are raised to the flight deck by means of a two-ton lift giving direct access to the stores hold. The flight deck has a facility for re-fuelling and starting, but not for hangar maintenance. Built by Swan Hunter at Wallsend-on-Tyne, Gold Rover was accepted into service in the R.F.A. in March, 1974.

Though she is a comparative newcomer, she has in a brief few years leapt from infancy to maturity. She has:—

- Taken part in the evacuation of British personnel from Cyprus;
- Served in the Far East;
- Circumnavigated the world with a group deployment;
- Attended the Jubilee Review of the Fleet wearing the Broad Pennant of the Commodore R.F.A., Commodore S.C. Dunlop;
- Conducted more than 600 replenishments at sea.

Now, operating under the Royal Navy's Flag Officer Sea Training at Portland, and under the immediate command of Capt. Rex Cooper, she plays a leading role in ships' work-up programmes — a task which tests both her own performance and those of R.N. ships.

Esteem

She also takes a lively interest in shore activities. She attracted 10,000 visitors during Portland Navy Days and is held in high esteem not just locally but as far north as Greenock, where she has an affiliated Sea Cadet Unit, the thriving T.S. Gold Rover.

Her ship's complement enjoys a high standard of accommodation, including the luxury of individual cabins, a well-equipped galley, comfortable lounges, bars, a hobbies room, a dark room, a swimming pool and facilities for the reception of radio and television programmes and cinema shows. She is also air-conditioned for work in the tropics and the Arctic.

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A WELL-KNOWN publisher reports that there is a simple technique for acquiring a powerful memory which can pay you real dividends in both business and social advancement. It works like magic to give you added poise, self-confidence and greater popularity.

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Forget facts, figures?

Free

To acquaint all readers with the easy-to-follow rules for developing skill in remembering, we, the publishers, have printed full details of this interesting self-training method in a fascinating book, "Adventures in Memory," sent free on request. No obligation. No salesman will call. Just fill in and return the coupon on Page 23 (you don't even need to stamp your envelope), or write to: Memory & Concentration Studies (Dept. NYM5), FREEPOST 13, 9 Mandeville Place, London W1E 2QZ.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Eurvalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron, Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrnton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Reputse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sinus, Soberton, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Uister, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidai, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu.

Navy News

Letters to the Editor

Barham Block,
H.M.S. Nelson,
Portsmouth,
Hants PO1 3HH

Thanks, Drafty!

"Having a lovely time — thanks for the trip" was the message on a picture postcard from Singapore. It wasn't for the editor of Navy News, but for Drafty, who passed it on, obviously moved to be remembered by an anonymous matelot. (Not everyone always remembers him so kindly!)

No one can be sure of the source, but favourite in the speculation stakes is a satisfied customer in H.M.S. Amazon, currently on the Far East deployment.

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PREMIUM BONDS

Issued by the Department for National Savings.

'LET US HAVE A SAY ON PAY'

Are the Armed Forces at last to have a representative body to argue for, among other things, the 30 per cent. increase in pay that is required to restore the equilibrium of income between ourselves and comparable civilians?

I am sure that the idea of a union representing Servicemen is abhorrent to many senior officers who, no doubt, believe that unionism would destroy discipline. I do, however, believe that a breakdown in discipline is more likely to occur through a deterioration in morale due to poor pay and conditions.

Our contemporaries of six European nations (Sweden, Norway, Denmark, Belgium, West Germany, and Holland) enjoy the benefits acquired for them by their military unions, while in the U.S.A. the American Federation of Government Employees is all set to sign up U.S. Servicemen. Can anyone honestly say that the discipline in the armed forces of these countries has crumbled?

Obviously, an organization

which represented Servicemen would have to have somewhat limited powers (i.e. no right to strike), but something along the lines of the Police Federation would be a major step forward. The first step would be for representatives of officers and ratings/other ranks to be allowed to sit on the Pay Review Body.

Chatham

PO

Poor old Pompey!

I feel that the premier naval port fares very badly in terms of the naming of H.M. ships. For Devonport there is H.M.S. Plymouth and H.M.S. Devonshire, Chatham still has H.M.S. Kent, and Rosyth has H.M.S. Fife. But what about poor old Pompey?

We have witnessed H.M.S. Hampshire's too precipitate departure for the breakers, there is no H.M.S. Portsmouth in the Type 42s, and no H.M.S. Southsea in the Whitby or Rothesay classes.

When one considers the heritage of the Portsmouth area compared with, say, the place names of H.M. ships Norfolk, Sheffield or Salisbury, it seems rough justice. I know we are to have H.M.S. Southampton, but don't mention that to a Portsmouthian!

So what about it Ships Names Committee?

D. V. Griffiths

H.M. Naval Base,
Rosyth.

Bell is at Yeovilton

The ship's bell of H.M.S. Illustrious, mentioned in recent correspondence, is at present on display in the Fleet Air Arm Museum at R.N. air station Yeovilton. It is inscribed "Presented by the Norfolk Navy Yard to H.M.S. Illustrious, August 11 1941." Incidentally, it is not made of silver.

The original bell, which was damaged in action, is held by the National Maritime Museum and a replica has been presented to the War Museum Association of Malta.

L. A. Cox
(Lieut.-Cdr.)

Curator,
Fleet Air Arm Museum,
Yeovilton.

Ordnance artificers

It is intended to hold a reunion supper dance at the Centre Hotel, Portsmouth, on Friday, April 14, for all serving and ex-service ordnance artificers.

Reduced accommodation rates at the hotel are available if required. I will be pleased to supply further information (telephone Portsmouth naval base (22351), extensions 23089 or 23665).

D. E. Matthews
(CPO)

Social secretary,
Fleet and CPOs' Mess,
H.M.S. Nelson,
Portsmouth.

LITTLE THINGS MEAN A LOT . . .

One of the points we tried to convey to the Navy Minister when he visited the CPO's mess of H.M.S. Rhyll on the Group deployment was not a major pay rise, but the little things, such as the wife at home with a broken window, the flat tyre or broken vacuum cleaner. These are jobs the husband could do in an hour or so, but which take local craftsmen and garages a day or more (plus VAT).

I never thought the day would come when senior rates would be filling in request forms to "Moonlight" in pubs or on taxi ranks to keep their heads and those of their families above water.

R. Thompson
COEMN

H.M.S. Rhyll

What's the 'worth' of a Serviceman?

In recent years the productivity of the Navy has been increased by the policies of reduced manning standards and dilution, with no reduction in commitments. All this has happened to the accompaniment of a growing disparity in wage comparability to our disadvantage.

The Armed Forces Pay Review Body has not published the "worth" of the Serviceman in its reports, only the finally agreed figures.

Inflational voices are now suggesting that certain categories of workers should have their wages evaluated and,

thereafter, annual increases be applied, tied to average industrial earnings, irrespective of pay policies. This is probably the best deal the Forces can expect.

On the subject of the extension of the bank payment scheme making payment to the bank compulsory, this, I suggest is contrary to the law of the land.

However, for those who prefer direct bank payment, surely a small supplementary allowance can be made to cover the cost of drawing one or two cheques a week. This is a practice elsewhere.

L. Cole
CCEA

H.M.S. Nelson

● An Order-in-Council lays down that the method of payment "is at the discretion of the Admiralty Board." The view is held that payment to bank offers many advantages to the individual. — Editor.

● It may be difficult sometimes for sailors to appreciate the sustained effort which goes into the task of watching pay and conditions on their behalf, and this is particularly understandable at times when the going gets rough. But they can be assured that MOD is well aware of the strong feelings of members of the Services on pay, and that these feelings have already been strongly represented to the AFPRB by the highest level of Service "management."

MOD will continue to press hard for improvements in pay and conditions of service, we are told, and it hoped that these pressures "will be fully reflected in the next AFPRB report."

On the question of unions, which has again been raised in some quarters recently, recent attitude surveys involving naval personnel have, Navy News is told, indicated that many of all ranks and rates have said they do not believe that a union would be of benefit to the Services. — Editor.

Scouts line the deck

In your report "Grand Tour for Fearless" (November) you mention that midshipmen and apprentices lined her decks as she entered Grand Harbour, Malta. You might also like to know that Scouts of St Aloysius College, Malta, were also lining the upper deck abaft of the bridge.

J. A. Mizzi

St Aloysius College,
B'Kara, Malta.

Silver celebration

To mark the silver jubilee of the Women's Royal Naval Reserve a reception was held at Fishmongers' Hall in the City of London. Guests and past and present members of the WRNR were received by the Senior Officer WRNR, Chief Officer D. M. Mason, and Chief Officer W. P. Vernon-Browne. Wrens from each of the RNR Divisions manned the imposing staircase which led up to the reception. Pictured here in front of the original and controversial Anigoni portrait of the Queen are (from left to right): Commodore B. K. Perrin, RNR, and Mrs. Perrin; Admiral Sir Terence Lewin (First Sea Lord) and Lady Lewin; Chief Officer D. M. Mason; Vice-Admiral Sir Gordon Tait (Second Sea Lord) and Lady Tait; Admiral Sir David Williams (C-in-C. Naval Home Command) and Chief Officer W. P. Vernon-Browne.





R.N.A. — What's in it for you?

From Vice-Admiral Sir Ernle Pope — President, Royal Naval Association

This message is not for Association members: they have got the form and know what is all about. What it is about is both comradeship and companionship, or quite simply people who talk the same language as you, fun, help in adversity, and the doing unto others that which you would have done unto yourself.

Non members may think of the R.N.A. as a collection of old codgers swilling pints and swooping boring yarns, the theme of which is "the wind does not blow like it used to" and so forth. In fact, it is not like that at all. There are some 280 branches, some with clubs, spread all over the country, and about 21,000 members. The membership is both wide and varied and of all ages, down to a young serving "Tiffy," an able seaman and a no-badge leading hand whom I met the other day.

What does the R.N.A. do? Of course the odd pint does slip down the throat from time to time, but this is the atmosphere which enabled people to meet socially with like-minded people to help members and those still serving when they need it; to raise money for charity and other deserving causes; to

spread knowledge of the Navy locally, and to be an influence for the good in the troubled times in which we live.

If you join the R.N.A. you — as a serving man — will be welcomed by your branch, and you (and your wife if you are married) will be drawn into a wide circle of friends. So if you have a problem there is sure to be someone who can help or advise you. When you leave the Service your branch will be able to help you to overcome the difficulties which you will face when you are on your own, without the Navy behind you.

If you do not join until you have left the Service, I believe you will miss a great deal which the R.N.A. can offer. I have been president of the Association for a year now and have loved every minute of it.

Why not write to the R.N.A.

headquarters in London to find the address of your nearest branch (you'll find a coupon on page 25, with news of some of the Association's current activities).

If you take it from there, you might well find a pint slipping down your throat while telling the old codgers what the "real" Navy is like.

Ernle Pope
London.

'Ski-jump' not new

I was interested in your article (November issue) concerning the proposed "ski-jump" for assisted take-off for the Harrier, and the statement that this idea is only applicable to vectored thrust VTOL aircraft.

H.M.S. Furious was fitted with this device before the Second World War to assist fixed-wing aircraft to take-off. In 1942 the angle of the ramp was reduced somewhat by starting the beginning of the incline much farther aft. This was done while the Furious lay anchored in the Clyde embarking Spitfires for the relief of Malta.

I believe that the ramp angle was reduced because of the possibility of a Spitfire propeller fouling the deck should the aircraft be in the flying attitude by the time it reached the ramp.

G. T. A. Darley
Lieut.-Cdr. R.N. (retd.)
Manadon Wood,
Plymouth.

Flying machine drawings

May I put the record straight over the item entitled "New" flying machine for museum (November issue)?

While it is true to say that the third and fourth-year apprentices at RNAY Fleetlands are building a Short S28 without access to original working drawings, they do in fact have working drawings, which I was tasked to produce.

It turned out to be a mammoth research undertaking and progress was slow, but recent access to some hitherto forgotten information reveals that the details and drawings so far provided to Fleetlands are 98 per cent accurate.

H. L. V. Leeves
Cdr.

MOD,
London.

'WIVES WILL LOSE VOTE' WARNING

There are many naval wives — probably more than Army wives or R.A.F. wives — who never move and next February they will be removed from the electoral roll if they did not render Form F/Vote/34 before last October 10.

It is possible that in the four months before that date when the forms first appeared that some naval wives never even saw their husbands. Did the commanding officers ensure that the men sent the forms home?

Introduction of the new Act will result in more naval wives losing the vote than new ones getting it. Emily Pankhurst must be turning in her grave.

R.N. Air Station, A. K. Prince
Portland CREL(Air)

One wife's protest

I have returned my electoral papers unsigned. I have had the right to vote for the past 18 years and have continuously used that vote in General and local elections.

Why should I now have to ask another adult to vouch for me when the only difference between him and me is the nature of his work? My husband is serving abroad at the moment, so his commanding officer wouldn't know me. I am healthy, law abiding and not church-going, which rules out the other suggestions of who should vouch for me.

By refusing to vote, perhaps our absence will be noted.

J. A. Thompson (Mrs.)

Gosport,
Hants.

Full dress affair?

I thought you might be interested to know that one national newspaper reported that a Trafalgar Night dinner was held by the Wardrobe Mess of Mersey Division, R.N.R.

I presume it was a full dress affair . . .

E. S. W. Maclure
Lieut.-Cdr. (retd.)

Southsea,
Hants.

Scrap Old Ships

Save the Ark! Save the Hermes! Save the . . . you name it and the whole ridiculous nonsense goes on. Haven't the preservationists gone too far? We are being asked to support huge problems for the future.

In H.M.S. Victory we already have the finest example of a British naval fighting ship from the past preserved in all her glory. Do future generations need a bunch of old "rust buckets" to remind them of their heritage? I think not.

What is missing from the nautical scene is a national home for the veteran seafarers to live out their days in something as grand — or even grander — than the Chelsea Pensioners' Royal Hospital. Let us direct our energy and finance to that cause and leave the old "iron hulks" to the razor blade makers.

V. E. Weeks
South Ruislip,
Middlesex.

MESSAGES FOR FIREFIGHTERS

Service . . .

Let us give our thanks to the men of the Royal Navy who have gone to fight civilian fires. Our husbands and fathers have gone, regardless of age, many of them with little knowledge of the highly specialized and dangerous work involved.

To all of them, I say thank you — and take care.
Geraldine Mawson (Mrs.)

Helston,
Cornwall

. . . and civilian

As the wife of a rating 500 miles away fighting fires, I would like to ask the firemen (with whom I have sympathy), if they have any idea of the hardship they are imposing on the overworked and underpaid Servicemen.

I hope everyone gets the message that the Forces are tired of being used as ammunition in industrial disputes.

Unless the strike ends quickly many of us face the prospect of a rather lonely Christmas. Fair enough when it is in the line of duty and doing jobs for which you are trained — but not to be stuck in the middle.

A postscript for the firemen:
I feel you ought to know,
A Serviceman just has no choice,
He just cannot say No

Ve Irvine (Mrs.)

Kilmarnock,
Ayrshire.



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If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.



THE METROPOLITAN POLICE

Big band sound in Iran

The big sound of top military bands, including those of the Royal Marines Commando Forces and the Commando Training Centre, made a lively contribution to the British Cultural Festival held in Iran.

Comprising a total of 225 all ranks, the bands and a Royal Navy medical back-up team were accommodated in Olympic Village on the outskirts of Tehran. Their two-part programme included a tour of major provincial cities and performances in the capital.

When the bands were not performing much of the time was spent travelling by aircraft or coach. On at least two occasions aircraft ran into difficulties, but despite such setbacks the bands were warmly welcomed and enthusiastically received wherever they went.

Towards the end of the three-week visit the bands enjoyed a more relaxing time, giving concerts in the city parks of Tehran. The final event of the Festival was a massed bands performance during a football match between the Iranian national side and Manchester United, before 34,000 spectators.

MINISTER DROPS IN

During a tour of the Far East, Dr. John Gilbert, Minister of State for Defence, dropped in on the Indian Ocean island of Diego Garcia, where he had an informal meeting with members of Naval Party 1002 and was taken on a tour of the island by the commanding officer, Lieut.-Cdr. B. E. Clarke.

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Prospectus from: London Electronics College, Dept N/T, 20 Penywern Road, London SW5 9SU.

From Pompey to Pompeii

It was not quite bronzy-bronzy weather for the visit of H.M.S. Fife to Civitavecchia, but the warm, sunny days enabled many of the ship's company to enjoy sightseeing trips in this interesting part of Italy.

The week's visit to the busy commercial port of Rome took place in November during a deployment to the Mediterranean with a group led by H.M.S. Ark Royal.

More than half of the 490 officers and men of the Portsmouth-based guided missile destroyer went on coach tours taking in the cultural sights of Rome, Florence, Pisa and Pompeii. Visits to a brewery, a vineyard and an Italian film studio also proved popular, while 60 members of the ship's company

had a Papal Audience in the Vatican.

EXERCISE

But the visits were not all from the ship. As well as the usual "open to visitors," a children's party for local orphans went with a swing and several schoolchildren's groups and 70 officers of the Italian War College toured the ship.

On leaving Italy, the Fife headed towards the Cote d'Azur to prepare for the French exercise Isles d'Or.

At home on the range . . .

Bombardments at Cape Wrath with H.M.D. Sheffield and H.M.S. Brighton ended a busy 12 months for the Naval Gunfire Liaison Section of the Royal Artillery (Volunteers).

Part of 148 (Meiktila) Commando Forward Observation Battery R.A., the section is made up entirely of TAVR officers. They tuck themselves away on the range and radio back fall of shot details to the ships making the bombardment.

During 1977 the section exercised with the Royal Navy and seven other navies. Since 1971 it has taken part in 39 exercises covering 114 bombardments.

FISGARD TROPHY

In memory of their son, Apprentice N. Coggin, who died in a road accident, Mr. and Mrs. Coggin, of Lowestoft, have presented H.M.S. Figgard with a shooting trophy. It was awarded for the first time to Spickernell Division, with the best shooting record for the term.

M.Y. NAVIGATOR Equipment Maintenance Engineer

Leaving the Royal Navy soon?

Want to put your technical and seagoing experience to good use?

THE DECCA NAVIGATOR COMPANY LIMITED wishes to recruit an electronics technician for their Company vessel which operates in U.K. and overseas waters, in carrying out research and demonstration work to do with navigational equipment. The appointment entails the maintenance and servicing of all such equipment on board. Specialist training in Decca equipment will be given in the Decca College. The age range could be from 30 to 50; the main requirement is fitness and the ability to spend up to six months at a time in moving between European ports or in foreign waters.

If you are interested, please write giving brief details (particularly the date when free to take up employment) to:

Lewis Scourfield, Manager, Group Personnel & Training Services, Decca Limited, Decca House, 9, Albert Embankment, London, SE1 7SW.

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THOSE MAGNIFICENT MEN

SHEPTON MALLETT



Halls and hospitals, and a variety of other buildings too, have become unlikely "homes" for thousands of men of the Royal Navy and Royal Marines during the past few weeks. Uncomfortable spots and cramped quarters have been improved and brightened in all sorts of ways, often on a self-help basis known only to Jack with his inherited knack of being able to create "home" around him wherever in the world he finds himself.

As an R.M. colour sergeant said, "This is luxury compared to some of the places we find ourselves, especially Dartmoor on training exercises!" Many tributes have been paid to the courage and morale of the men tackling

fires, an operation needing qualities like fighting boredom, as well as facing dramatic moments of danger.

A few of these moments are captured in pictures on these pages.

Left: Royal Navy fire-fighters wearing borrowed helmets and jackets were called in to assist when retained firemen were unable to control a fire in industrial waste at Shepton Mallett. Two Fleet Air Arm crash tenders were rushed to the scene and relief crews were later flown in by helicopter from R.N. air station Yeovilton. The officer in charge of the team in the picture is Lieut. Danny MacFadden.

POOLE



"Eight Bells and all's well" at Poole, where the emergency fire station was given a nautical flavour. Two Fleet Air Arm crews are on duty in Poole, led by CPO Desmond Hobgen — whose crew is pictured here hoisting the White Ensign on an improvised mast — and CPO Spider Kelly.



LEYTONSTONE

Above: It's the Muppets! These sailors from H.M.S. Dryad, now on firefighting duties at Whipps Cross, Leytonstone, have taken the names of their favourite TV characters. Right: Leading Wren Jean Bradshaw and Wren Sandra Lynch serve up their morning's work to the Dryad sailors at Whipps Cross.



The Chester-based "flying column" — one of ten covering the U.K. — welcomed a visit from Miss Cheshire, 16-year-old Tracy Dodds, seen above with one of the column's Green Goddess crews from H.M.S. Mercury. Each column comprises 70 joint service personnel with special equipment for dealing with major fires. With a police escort the Chester teams can reach anywhere within their operational area in an hour. Their territory includes all of Cheshire, part of North Wales, the Wirral peninsula, Liverpool and South Manchester. Those in the picture with Tracy are (standing, from the left): REM Ian Washington, AB Wally Harrison, RS Steve Pimblott, RO2 Andy Carroll, with AB Terry French and AB Rory Green in the front row.



Sailors manning the two Green Goddesses at Swindon call 12-year-old Simon Gunning "the fastest bike in the South-West" because he accompanies them to many of the fires in the town and, knowing all the short cuts, he sometimes beats them to it! Simon was adopted as the crews' mascot and was given a special rig to wear. He is pictured here with PO Lee Bunting and WTR Tony Shore.

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IN THEIR 'FIRE MACHINES'



WEST MIDLANDS



BOURNEMOUTH

Bournemouth's naval firefighting team were given some Christmas cheer by Mr. Brian Richings, a director of Iford Bridge Motors, who provided a tree and decorations to brighten up the Holdenhurst TAVR Centre. Seen above helping to decorate the tree is LAH John Davies. Mr. Richings' son, Sub-Lieut. Peter Richings, is a pilot now undergoing a Wasp helicopter acquaint course at Portland.

Submariners from H.M.S. Dolphin and Royal Marines from Deal comprise the "Flying Flo-tilla" based in Birmingham and covering the West Midlands. Pictured above (from left to right) are: CPO Ian Drummond, MNE Aitch King, MNE Paddy Jones, AB Polly Perkins, and RO(SM) David Downes.

Some of the firefighters have been billeted in old people's homes not yet occupied by the local authority, others are living in Territorial Army centres and a few are in smaller locations, including the Darlaston Town Hall.

Donations of cash, beer, games, televisions, and other comforts have poured in for the emergency Service crews from grateful Black Country residents.



LEICESTER



Left: At least there's money in this game . . . Enjoying a game of Monopoly and Navy News (well done that man!) between emergency calls are the members of the Nottingham fire and rescue team (from the left): CCEA Stan Kearley (Collingood), MECH1 Mike Street (Sultan), MEA(P) Mike Wynter (Sultan), CPO(SEA) Chris Wood (Collingood), Bombardier Dave Smart, R.A. (Army driver), CMEM John Lond (Collingood).

Above: Royal Navy rescue squads have to be ready for anything — including a call from a damsel in distress. These pictures were taken during a training session in Leicester, where the R.N. fire and rescue team works closely with the police and the Green Goddess crews. The man on the ladder is CPO Rod Conway.



NOTTINGHAM

Gun shop drama

R.N. firefighters and a naval search and rescue unit — six specialists from H.M.S. Dolphin — were called in when fire broke out in a gun shop in Northampton, where a youth was under siege. Police used CS gas in order to capture the teenage gunman, who was brought out of the smoke and gas-filled building by CEA Terry Wilson-Salt and CPO Les Davies. Wearing breathing gear, they also rescued a policeman who went into the building with them and was overcome by smoke.

Army protection

Firefighting is a difficult and hazardous task in any environment, but Northern Ireland presents additional problems. Each time a fire call goes out the whole area involved has to be checked for bombs before the fire-fighting team can go into action. As seen in the picture on the right, the Army provides armed back-up teams to protect the firefighters on every occasion.

The joint service team includes a detachment from H.M.S. Sultan, comprising two officers, six senior rates, and 32 MEMs or OEMs. Four groups work in Belfast and another in Londonderry.

The Navy firefighters live in cramped and crowded conditions, but their spirits are said to be high, despite the fact that they get no leave at nights and spend their off duty time playing cards, uckers, or watching television.



BELFAST

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To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:

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Old Admiralty Building
Spring Gardens
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WAKEY WAKEY!

H.M.S. Gavinton had to resort to desperate measures to save a Dutch coaster dragging ashore in heavy weather off the coast of Northern Ireland. The coaster was just 200 yards off Luke's Point, Bangor, in Belfast Lough, with her crew apparently asleep and oblivious of impending disaster.

After failing to rouse the Dutch sailors by radio or sound and light signals, the Gavinton fired a red Very flare across the vessel's bridge windows. Still there was no response. Sixty knot winds ruled out a Gemini visit, so the Gavinton decided to operate her "Big Alarm Clock." Four rounds of break up shot from her 40mm. gun fired close alongside galvanized the slumbering Dutchmen. With the Gavinton standing by, the coaster clawed her way seaward and was soon anchored safely.

Fearless in France

After two hectic months in the Mediterranean as the Dartmouth Training Ship, H.M.S. Fearless returned to Devonport at the end of November to disembark her complement of midshipmen and MEA apprentices under training before leaving for Exercise High Tide.

During the homeward journey the Fearless paid a five-day visit to Villefranche, where she was joined by Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley, who inspected Divisions. He also "did the honours" at a distribution of awards on board. Chief MEM "Mick" Ahern received the Queen's Commendation for Brave Conduct; FCSA Ron Preston was awarded the Herbert Lott Prize for saving stores consumption on board H.M.S. Fearless; CPO Keith Phillips, the "Buffer," earned an award for improving the condition and appearance of the ship, and Chief Cook Barry Bowers received the Long Service and Good Conduct

Medal. Afterwards the tables were turned on the Admiral, who received an iced cake from the ship's galley to mark his 49th birthday!

At the ceremony to mark Armistice Day an impressive British presence was provided by the Royal Marines of the 4th Assault Squadron (seen, right, marching through Villefranche), with the Royal Marines Band and members of the ship's company.

Before leaving the calm anchorage of Villefranche and returning to England in mid-winter, the ship's company gathered on the flight deck in brilliant sunshine to observe the traditional two-minute silence on Remembrance Day.



GOOD YEAR FOR KGF

Grants to seafarers' charities totalling £426,559 were approved by the general council of King George's Fund for Sailors at its December meeting. This is the Fund's highest annual total. Naval charities gained £200,000, including more than £40,000 to hospitals and homes for the aged; £35,000 to children's homes, schools and scholarships, £119,000 to funds supporting the aged and those in distress, and £5,000 to clubs and societies for the serving seafarer.

The total grant to the Royal Naval Benevolent Trust was £55,200, including £8,000 to Pembroke House.

The success of the 1977 Silver Jubilee Royal Tournament, resulted in £30,000 being presented to the Secretary of State for Defence, Mr. Fred Mulley, for various service charities.

Christmas dinner was served early on board H.M.S. Ashanti, which commissioned at Chatham early in December, so that it could

be shared by members of the ship's company going off on early Christmas leave. The commanding officer, Cdr. Ian Mackenzie, and other officers filled the role of waiters. The frigate had been in the dockyard since April after a fire on board in the Bristol Channel.

Royal Navy divers located an ocean racer which sank in Portsmouth Harbour while being towed by the Yarmouth lifeboat. The yacht went down close to the Royal Fleet Auxiliary tanker Olwen.

The crew of the minesweeper H.M.S. Stubbington were given a doll mascot made by the children of Beyer School, Stubbington, when they sailed from H.M.S. Vernon on a two-hour cruise in their "adopted" ship. The Stubbington was in Portsmouth for maintenance before returning to fishery protection duties off the Cornish coast.

H.M.S. Charybdis returned to Devonport on December 2 after a two-month deployment during which she visited Malta and Gibraltar.

H.M.S. Sultan's first art show attracted a big response from civilian and Service personnel, their wives and children, whose combined talents covered watercolours, oil paintings, abstracts, sculptures in wood, plaster and metal, and craft pieces.

Acting Cpl. Kenneth Lazenby (28), of 41 Commando, Royal Marines, Deal, who saved a fellow parachutist in trouble during a mass descent over Oxfordshire in March, received the Queen's Commendation for Bravery from the Duke of Edinburgh in December.

A group of engineers from the R.N. air station at Culdrose "rescued" a vehicle which had been blown into a deep gully — landing upside down in a stream — near Smuggler's Cottage, Kynance Cove.

A retired naval officer now living in Cape Province, South Africa, has paid for a tree to replace one of the 600 lost through Dutch elm disease at H.M.S. Sultan. Nearly 100 trees have now been planted at the Gosport establishment, including those donated by members of the Portsmouth Lads' League, who play football on Sultan's pitches.

The three famous figureheads of Ariadne, Marlborough, and Vernon and three coats of arms in H.M.S. Vernon have been restored and repainted by Mr. Ron Taylor who has worked in the Decorating and Sign Writing Room in Portsmouth's naval base for 35 years.

In a match at Aborfield Garrison on December 3 the Royal Navy chess team beat the Army 7-2. The Navy's winning players were Mr. A. F. Brameld (Dryad), LWTR M. M. Street (Centurion), Lieut.-Cdr. I. C. Schreiber (Neptune), ELMN(A)2 R. A. Kane (Daedalus), EA(A)2 T. Webster (Heron), AA1 P. Austen (Daedalus), and Lieut. R. Garland (Daedalus).

All work study practitioners for the Services are trained at the Joint Work Study School, Shrivenham, which has been a joint-Service venture since the Royal Navy joined the Army and the R.A.F. there in 1976. During a visit by the Director of Establishments and Management Services (R.A.F.), Air Commodore G. C. Goodyer, a Long Service and Good Conduct Medal was presented to PO Dave Pedder.

At the conclusion of a moral leadership course held at Park House, Wickham, REA3 N. Saddington presented Bishop Tickle, the Roman Catholic Bishop of the Forces, with a set of place mats. During his visit the Bishop confirmed 22 people.

Three rifle companies of 40 Commando Royal Marines practised their skills at cliff assault and raiding training in West Cornwall. The cliff assault phases were organized by the Commando's Recce Troop under the command of Lieut. Viv Rowe, and the seaborne assaults were carried out with the assistance of the Raiding Squadron, under the command of Lieut. Julian Baxter.

SURVIVAL TIE

Past and present survival officers, including air squadron officers, and Survival Equipment (ex-safety equipment) Branch ratings are eligible to wear the new branch tie. Dark blue in colour, it has a repeating design showing Triton holding the torch of learning in one hand and a model of the Ark — the first item of survival equipment — in the other.

Ties (£2 each, plus 9p postage) can be obtained from the Staff Officer, R.N. Survival Equipment School, Seaford Park, Hill Head, Fareham. Cheques and postal orders should be made payable to Wardroom Mess Seaford Park.

The guided missile destroyer H.M.S. Antrim returned to Portsmouth on December 16 after a two- and a-half-month deployment in the Western Atlantic and West Indies.

Two groups of officers and ratings from the Type 42 destroyer H.M.S. Coventry, being built by Cammell Laird, gained an insight into the newspaper world when they were shown around the Liverpool Echo building.

Before going into refit in December, H.M.S. Tartar paid an enjoyable and successful six-day visit to Hull. The ship provided two platoons — one of sailors and the other of Royal Marines — for the Remembrance Day parade.

The Duke of Edinburgh donned a white overall and helmet — with the insignia of Admiral of the Fleet prominently displayed — when he visited H.M.S. Courageous during his tour of the Chatham Naval Base nuclear refitting complex. He was shown through the submarine and is pictured here with the senior engineer officer, Lieut.-Cdr. Christopher Childs, discussing the electrical distribution mimic in the manoeuvring room.

The Courageous is planned to complete her refit in the summer and some of the "refit paraphernalia" can be seen in this picture, which was taken by MEA2 Dick Mather.

The President and members of the Senior Rates' Mess, H.M.S. Sussex, R.N.R., wish all friends throughout the R.N.R. and R.N. a Happy New Year.

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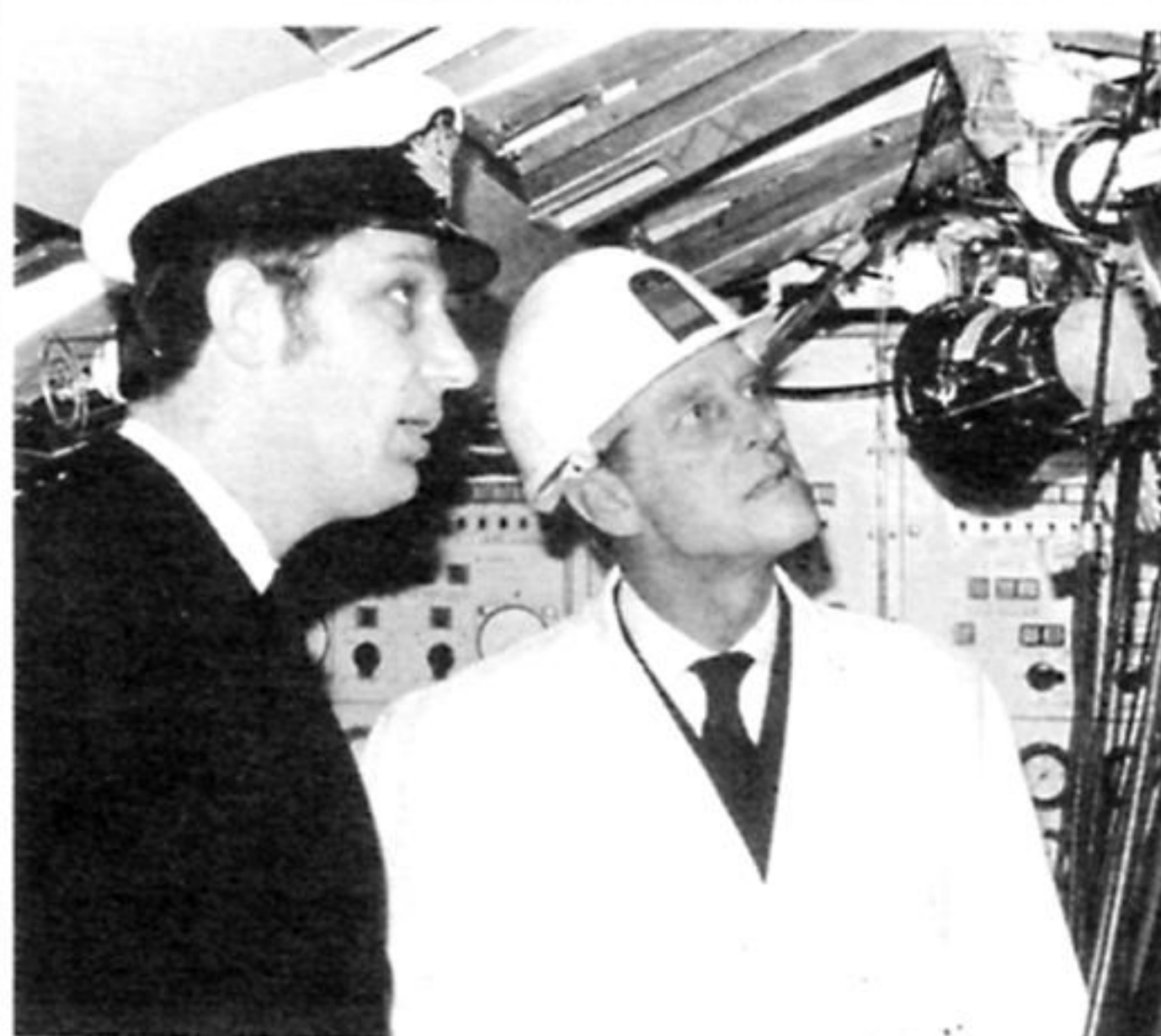
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Above — Members of H.M.S. Blake's medical team perform emergency surgery in a makeshift theatre on disaster-hit Fostavia.

Pictures: R. F. Glee, H.M.S. Blake.

Howling rioters hurl insults at a thin blue line of helmeted-sailors. Tension builds up. If the mob is not dispersed quickly, things could get really ugly on the earthquake-stricken island of Fostavia.

First ship to the disaster area is H.M.S. Blake, and it is her internal security platoon that now confronts the mob. Quickly the "soldier" sailors move in, riot shields at the ready. Order is restored.

In a hastily improvised theatre nearby, the ship's medical staff carry out emergency surgery on injured islanders, while Sea King helicopters of 820 Naval Air Squadron fly in vital stores and medical equipment from the Blake.

Already the troubled island has been infiltrated by foreign agents seeking to turn the disaster to their advantage. One is captured, and immediately interrogated by a security unit from the Blake.

Fostavians begin to pick up the threads of their shattered lives — thanks again to the Royal Navy. As H.M.S. Blake steams off, leaving Fostavia (alright, downtown Portland if you must know) to the ravages of her next "earthquake," timed conveniently for the next ship due to work-up at Portland.



Above — Members of H.M.S. Blake's internal security platoon prepare to face a rioting mob in earthquake-stricken Fostavia.

Blake's war games



Right — Surgeon-Lieut. (D) Peter Dewar, the Blake's dental officer, interrogates an "infiltrator" during a security exercise. LREG Mason (with beard) looks on.

Left — War games on a smaller scale occupy these members of the Blake's ship's company. From left to right they are: NA Leggatt, LACM McDougall, NA Hands, NA Robins, NA Ferguson, and FA Durber.



APPOINTMENTS

New head for S. and S. branch

Rear-Admiral T. H. Bradbury is to be Chief Naval Supply and Secretariat Officer from January 30 in succession to Rear-Admiral B. C. Perowne. He will continue as Flag Officer Admiralty Interview Board.

His former appointments have included command of H.M.S. Terror, the Singapore naval base, and Director of Naval Administrative Planning.

Capt. A. P. Comrie is to be promoted rear-admiral on January 7 and to be Deputy Controller Aircraft B in the Procurement Executive from the same month. He is a former commanding officer of H.M.S. Daedalus and his last appointment was as Director of Weapons Co-ordination and Acceptance (Naval) at MOD in London.

Mr. C. H. Christie is to be Director of Studies of B.R.N.C. Dartmouth in September in succession to Mr. H. G. Stewart, who is retiring. Mr. Christie, a former member of the R.N.V.R., has held appointments at Eton College and Westminster School, and as headmaster at Brighton College. In 1971 he took up his present appointment as warden of St Edward's School, Oxford.

Other appointments recently announced include:
Capt. R. J. P. Heath, As Deputy Chief Polaris Executive, May 19 (To serve as commodore).
Capt. D. C. Jenkin, Hermes in command, April 24.

Capt. J. K. Robertson, As Director of Naval Recruiting, April 20.
Capt. A. J. Bastick, Daedalus in command, January 11.
Capt. P. G. Hammersley, Thunderer in command, May 9.
Capt. K. V. Hadow, Sultan in command, April 20.
Capt. G. J. Sherman, As QHM and RNO Pembroke Dock, January 16.
Lieut-Cdr. M. W. Dismore, Jersey in command, March 21.
Lieut-Cdr. A. J. C. Morrow, Lindisfarne in command, April 25.
Lieut-Cdr. J. R. Brigstocke, Bacchante in command, May 30.
Lieut. G. B. D. Lane, Terenure in command, February 21.

OBITUARIES

C. W. Grant, CEM1, F.M.G. Portsmouth, November 18.
D. Pavier, EM2, H.M.S. Collingwood, November 20.
A. K. Hall, Capt. R.N. H.M.S. Sultan (for A.I.B.) November 21.
S. Oldham, AB(EW) H.M.S. Collingwood, November 30.
W. E. Artes, PAMEA2, H.M.S. Caledonia, December 3.

Capt. C. M. Morrell R.N. (retd.), Died December 14. Was instrumental in setting up H.M.S. Sultan as the new naval school for marine engineering in 1956.



Mary Ann - a beauty for the newcomer to boat building!

This Esbjerg, 45 ton, cutter is a beauty and is easy to build. The super 1:33 scale model by Billing is made from the original plans using a wooden planked construction, it is an ideal kit for the newcomer to modelling and will give real satisfaction. The finished model is even suitable for remote control. There is also a fittings kit of moulded plastic and turned brass parts available for the finishing touch to a fine model.

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Deputy editor: Derek Smart.

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HELPING HANDS . . . HELPING HANDS . . .

DAEDALUS DARTSMEN HIT £600

An attempt at H.M.S. DAEDALUS to beat the Hampshire 24-hour darts marathon record failed by more than 30,000 points, but this succeeded in raising £600 for a local children's home.

The attempt, at the H.M.S. Daedalus caravan site club, did have its consolations. As well as raising money for St Katherine's home for children, the event also produced a world record.

PO Len Brownsword of H.M.S. Bristol beat the record for numbers of centuries scored over 24 hours. His 118 "tons" easily improved the old mark, which was under 100.

H.M.S. EXCELLENT's first panto production for years was much enjoyed by the residents of Alexandra and Hulsea Lodge. After applauding Lieut-Cdr. N. S. Jones's production of "Robinson Crusoe," the old folk were treated to tea at the establishment.

POSA Ted Heath of H.M.S. DRAKE ran alone from Plymouth to Redruth to raise more than £600 for the newly founded Redruth Toy Library

for physically and mentally handicapped children. Ted completed the 62 miles in a running time of 7 hours 55 minutes.

Members of the H.M.S. OSPREY Saddle Club took part in a 20-mile sponsored walk round the Isle of Portland to raise funds for the club. Their efforts earned them £250.

Petty officers from H.M.S. VERNON kicked off against the ladies of the Royal British Legion in a charity football match at Warblington School. They raised £50.

H.M.S. COLLINGWOOD's theatre was the venue for a "festival of music" that raised £202 for various charities. More than 600 people attended the concert given by Gosport and Fareham Area Youth



Runners raise £800

Waved away by the Mayor of Medway, Mr. Arthur Thomas, sailors from H.M.S. COURAGEOUS set off on one of the biggest money raising efforts attempted by a Royal Navy ship at Chatham.

The team of 12 submariners ran in a giant relay across five from counties to Hull, 240 miles Chatham. Their marathon achievement took them nearly four days and raised about £800 for the Anthony Nolan Bone Marrow Appeal.

Team leader was MEM Tony Evans, who daily runs from his home at Rochester to Chatham Naval Base, where the nuclear submarine is refitting.
Picture: LWren (Phot) Lynn Williams.

Orchestra and the Collingwood Volunteer Band.

Collingwood were also able to help Fareham's branch of the National Society for the Prevention of Cruelty to Children. A splendid Christmas cake made at the establishment was donated to the society for a draw that raised £25.

More than £1,000 collected during the recent deployment of H.M.S. EURYALUS was handed over to the Borough of South Shields when the frigate made a week-long visit to the North-East. The money will go towards a leisure centre for the physically handicapped. A silver salver was presented by the town to the ship.

'Riotous' Revenge

Beneath the cold, dark waters of the world's oceans, life on board H.M.S. REVENGE was far from normal. Fighting was going on in the Senior Rates mess, while in another part of the nuclear submarine the Sonar Officer was having a kipper stowed down his trousers!

Fear not, though, the Revenge's port crew had not gone bonkers. They were merely contesting their very own mini-olympics as a more active alternative to the regular patrol activities of cards, dominoes and uckers.

Fighting in the Senior Rates mess was confined to the pillow variety, and the cooks and stewards Indian arm-wrestled a team of trainee submariners.

KIPPER TROUBLE

Sonar Officer Lieut. Henry Finnis came cheek to cheek with the kipper during a chaotic kipper

flapping relay race. The troubles started when a real fish was substituted for the official paper version.

Apple bobbing, "crab-style" football, a boat-wide treasure hunt and a novel tug-of-war were also included in the contest, which earned the overall winners, the After mechanical team, a crate of beer.

To start the fun, MECH Herman Faulkner and POSTD Mick Blake made an unsuccessful but profitable assault on the world hard-boiled egg eating record. They failed to put away the target of 14 eggs in 58 seconds, but had the consolation of raising £255.17½ for a Liverpool school for the blind.

This sum beat the £249 the same pair raised for charity during a sponsored slim on a previous patrol.

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ABOUT BOOKS



Big guns at the ready

Left: The Tirpitz at anchor in the late evening, off Kaafjord, at the time that PQ 17's escort was receiving the fateful "convoy to scatter" signal. By simply being there, without those guns firing a shot, the battleship was a threat which tied down important Royal Navy units which could have been used elsewhere.

Right: "The Age of Iron and Steel" — one of the line drawings in "Atlas of Naval Warfare," demonstrating the evolution of the warship from galley to nuclear submarine.



THREE-YEAR THREAT OF THE MIGHTY BEAR

Like a bear in a cave terrorising a countryside, the largest battleship ever built for the German Navy — the Tirpitz — was a threat endured by the Royal Navy for three years of the Second World War.

The Tirpitz was running sea trials in March 1941. Two months before that, the Bismarck's foray into the North Atlantic resulted in the sinking of H.M.S. Hood and the mobilisation of seven battleships, two aircraft carriers, 12 cruisers and five destroyers to hunt and destroy her.

For the Tirpitz there was no swift death-and-glory, but lurking in a Norwegian fiord she seriously limited the scope of the Royal Navy by posing a constant threat to Allied convoys.

The story of "Tirpitz, the floating fortress," is told in detail by David Brown, in a book published by Arms and Armour Press (price £6.95).

With a little more luck (and training) the R.N. might have put paid to Hitler's great warship in March 1942, when Fleet Air Arm Swordfish made torpedo attacks. They failed.

However, after that the Nazi

Tirpitz story

one bomb penetrated five decks, but failed to explode.

Not only did the fuse not function, but the Germans discovered that the bomb contained less than half of the explosive which should have been there. Someone had blundered.

By August 1944 the Fleet Air Arm had still been unable to put paid to the Tirpitz, resulting in an Admiralty request to the Air Ministry to send in big bombers.

The end was near for "the floating fortress." Lancaster bombers on November 12 of that year dropped their 12,000lb. "Heavies," inflicting severe casualties aboard the Tirpitz, and causing her to capsize. At last she was reduced to scrap.

Few ships had ever achieved so much by doing so little.

Mr. Brown's book is mainly pictorial in presentation, having more than 200 photographs, most of which are claimed to be published for the first time. There is also a large fold-out set of line drawings.

leader decided that the Tirpitz was to be preserved as a deterrent, avoiding the risks of a raiding operation.

Spectre

By simply changing anchorages she led to the scattering and devastating loss to the convoy PQ 17, the memory of that disaster being a spectre which hung over sea operations so long as the Tirpitz was in a position to put to sea.

After escaping from the Victorious, the Tirpitz was attacked ceaselessly by naval aircraft, but her fiord lair, coupled with human defences, made a difficult target.

Luck was with her again when

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AMBITIOUS HISTORY

To describe "the entire history of maritime conflict" in 175 pages might be regarded as an impossible task, but "Atlas of Naval Warfare" manages to compress a wealth of material into one remarkable book of reference.

Helmut Pemsel is the author of the ambitious work, which is published by Arms and Armour Press (price £10.95).

From the wars of the ancient Greeks and Persians, the chronology encompasses 2,500 years of operations at sea up to the Vietnamese and Indo-Pakistan wars.

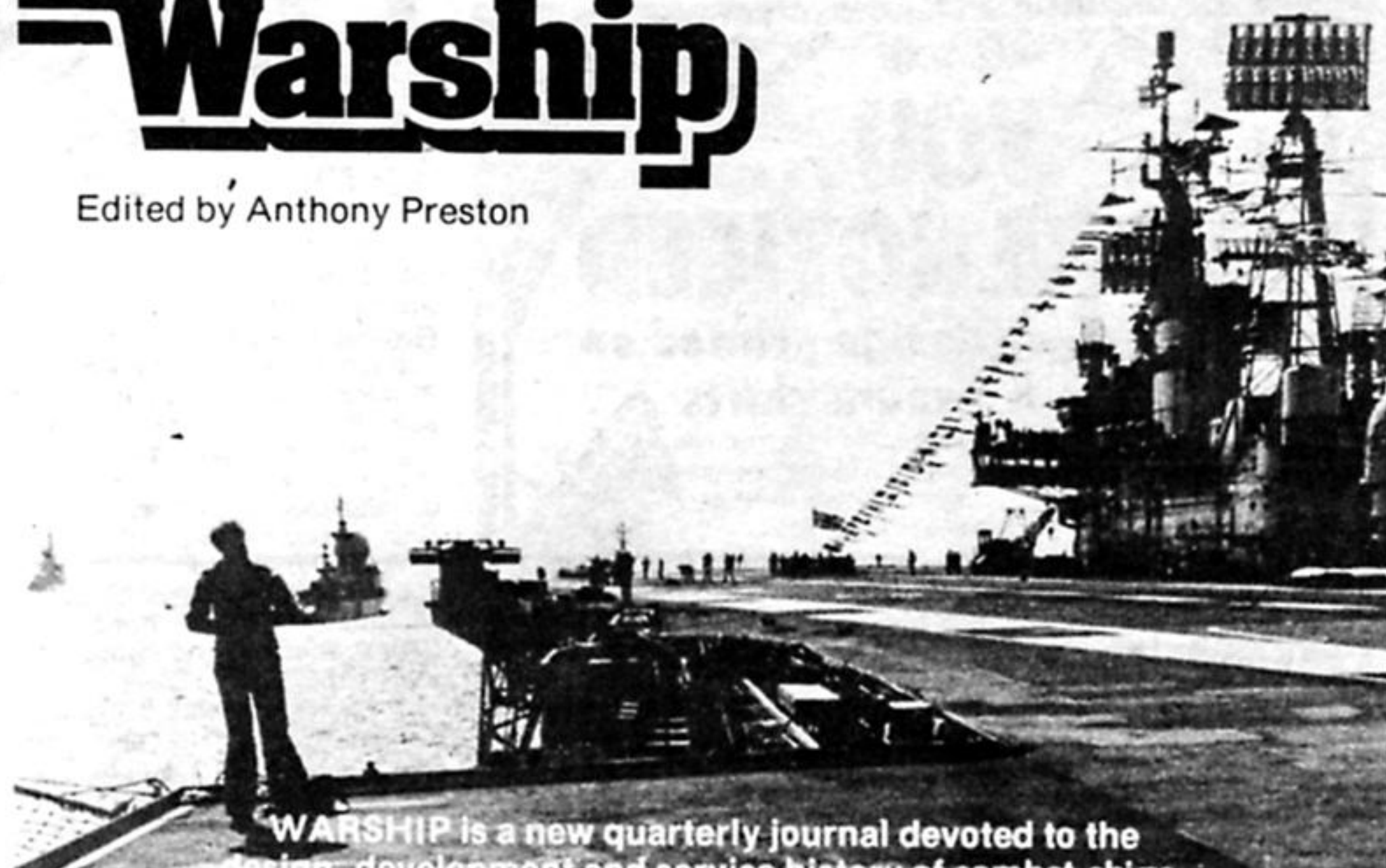
The Vikings, Armada, Napoleonic wars, and two world wars are naturally included, but besides the great struggles, the book manages to note also many lesser naval events.

The text is complemented by 250 maps and detailed index, with diagrams and tables showing comparative strengths of fleets.

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Warship

Edited by Anthony Preston



WARSHIP is a new quarterly journal devoted to the design, development and service history of combat ships. The scope is international, the contributors are well-known authorities, and all articles are fully supported by plans, tables and many photos. Subjects so far covered range from the Lexington [CV-2] to the Kiev, from Italian battleships to 'Flower' class corvettes, and from British destroyer appearance details to German battleship armour schemes.

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Recruiting regions reduced

The Director of Naval Recruiting's field force is being reorganized to meet defence economies, resulting in a reduction of recruiting regions from eight to five, and the closure of regional headquarters at Newcastle, Liverpool, and Southampton.

The remaining five regions will coincide more closely with Area Flag Officers' boundaries. They are being renamed as Scotland and Northern Ireland Region (headquarters Glasgow), West Region (headquarters Birmingham), East Region (headquarters Derby), South-West Region (headquarters Bristol), and South-East Region (headquarters London).

The reorganization also includes withdrawal from sub-careers information offices at Basingstoke, Taunton, and Merthyr Tydfil.

DCI (RN) 759

★ Wrens' test

WRNS (radar) ratings seeking advancement to acting leading Wren and acting petty officer Wren will now be required to have passed a two-hour provisional examination, which may be taken at any time after advancement to able rate, or after achieving one year's seniority in the leading rate (acting time to count).

The introduction of this written test is to establish a uniform standard of knowledge of WRNS (radar) ratings coming forward for professional qualifying courses, and to bring the WRNS (radar) category advancement regulations into line with those of the Operations Branch.

It will also be mandatory for WRNS (radar) ratings to prepare themselves for the provisional examination by working through

a set of preparation notes, which will be issued on application to A/SORP (WRNS), SMOPS, H.M.S. Dryad.

DCI (RN) 727

AWAY FROM IT ALL . . .

For those "away from it all" holidays at Loch Ewe, applications have to be made to the Commanding Officer, H.M.S. Cochrane, who now administers the establishment since its reduction to care and maintenance.

The post of Resident Naval Officer Loch Ewe was abolished on September 1, 1977, but accommodation at the establishment and the recreational caravans will continue to be available in the short term for Service men and cadets seeking an Outward Bound type of environment.

All visitors will need to be totally self-supporting as the resident staff will be confined to a civilian caretaker.

DCI (RN) 737



"Whatever turns you on, eh?"

Exped. to Himalayas

A Joint Services expedition is being organized for May-August, 1978, to undertake mountaineering exploration and related scientific tasks in the Western Himalayas.

The selected area provides mountaineering of a high standard, with many summits of 5,000 to 6,000m which are unclimbed and unexplored.

DCI (RN) J 774

★ Models

Approval has been given for the formation of a Royal Navy Model Aircraft Association (RNMAA), the activities of which were featured in an article in the December issue of Navy News.

GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Now it's easier to change jobs



'Thinks he'd be better off as a Wren, Sir!'

Sailors and Wrens wishing to change their jobs may now find this easier within the Service, due to a reduction in the number of categories to which restrictions must continue to apply.

In examining the situation concerning voluntary transfers to branches in surplus and out

of branches which are in shortage, the official announcement says that "due weight has been given to the likely value to the Service of men whose enthusiasm and aptitude for a branch other than the one in which they joined has been fully demonstrated."

The revised rules state that no transfers are allowed into the following branches: R.N., NA(AH), Radio Operator (unless suitable and recommended for RO(SM) or RO(Special), CEM, SA, Cook, WRNS, RO, Writer (G), AM.

Transfers out of the following branches will only be allowed in exceptional circumstances at the discretion of the Commodore H.M.S. Centurion: RN., CEA, OEA, REA, MEA (except H to P) and equivalent Mechanicians (Radar) and Diver Sub Branches of the Seaman Group of the Operations Branch, MA, E L M N (A W), E M (A W), RO(SM), WRNS, Cook.

The ban on transfers into the Wren Writer (G) category, which has not previously applied, commenced on January 1, 1978.

The restrictions still in force will be kept under review. No change is likely, however, before autumn 1978, except that, although transfer into the WRNS Welfare Worker Category is not a present permitted, no forecast is possible of whether this restriction will be removed.

DCI (RN) 728

A FAR CRY FROM GREटना GREEN . .

Wedding bells in Scotland, are now subject to legalities contained in the Marriage (Scotland) Act 1977, the provisions of which appear to be far removed from memories of Gretna Green romanticism.

Each party to a marriage in Scotland must complete and submit a marriage notice to the registrar of the registration district in which the marriage is to take place, preferably about four to six weeks before the date of the intended marriage.

The proclamation of banns or of publication of notice on board ship will no longer be required.

A leaflet explaining the new procedures, which came into force on January 1, will be sent by the registrar to anyone who applies for a form of marriage notice.

No alternative procedures are available to officers and men borne on the books of H.M. ships at sea.

DCI (RN) 747

★ Exempt

First class control electrical and ordnance electrical artificers / mechanics qualified as Nuclear Chief of the Watch (NCOW) are now to be exempt from Section B of the written professional qualifying examination for chief control and ordnance electrical artificer / mechanician.

On returning to general service, however, they will be required to pass Section B at the first opportunity after one year in a seagoing billet. Failure to do so means that they will be reverted.

DCI (RN) 749

★ Admiral's prize

Lieut P. J. Keane has been awarded the Admiral Sir Max Horton Prize for 1977.

DCI (RN) 739

★ Cross-training

Details are announced of the methods of application, selection and training for SD(Hull) officers and MEA(H) ratings who wish to be cross-trained in order to qualify for ME charge.

The number likely to volunteer for cross-training is expected to be small.

DCI (RN) 740

★ MSc (Manadon)

The Advanced Marine Engineering Course (AMEC), held at the Royal Naval Engineering College, Manadon, has been approved by the Council of the National Academic Awards as a Master of Science (MSc) course in marine engineering, with effect from the course which started in May, 1976.

DCI (RN) J 735



★ Charities

By April 30, 1978, the Deputy Director WRNS is to become Charities Co-ordinator reporting direct to the Director-General of Naval Personal Services. Director WRNS, in her capacity as Assistant Director-General of Naval Personal Services, became chairman of the Navy Department Uniform Clothing Committee on August 1, and as such is responsible to the Second Sea Lord for clothing and uniform matters.

DCI (RN) 752

HAMMERING IT HOME

"Chisels, cold, hand" has a somewhat ominous sound which helps to underline the hazards in the use of "striking tools such as hammers, hand sledges, and tools that are struck."

Getting a thump on a thumb may be the least of the dangers. The official safety advice includes the warning that hammers and chisels should always be examined before use to ensure that there are no surface defects such as cracks, chips or flakes.

To use protective goggles as well gives a "belt and braces" protection for the eyes.

The suggestions are as important for the bystander as for the operator.

DCI (RN) J 756

★ Ship Corps

"To encourage an interest in and knowledge of ships and the country's dependence upon them" is one of the objects of the Ship Recognition Corps — a voluntary civilian organization which has the goodwill of the Admiralty Board.

Another of the Corps aims is to build up a nucleus of trained observers who might be of value in an emergency as instructors in visual recognition.

The director of the Corps, from whom further particulars may be obtained, is Lieut.-Cdr. E. C. Talbot-Booth, RNR, of Ashburnham, Torrens Drive, Harbledown, Canterbury, Kent.

DCI (RN) 741

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More D.C.I.s

Seaman officer progress: new idea

Promotion of officers of all the sub-specialisations of the Seaman Special Duties List will in future be dealt with under a single plan. The plan will contain safeguards to maintain a proper balance in the proportion of promotions to sub-specialisations.

The Admiralty Board decision does not change present arrangements except in the case of the Regulating branch. The remainder already have a common promotion plan.

The announcement does however alter the intended promotion arrangements for the PT sub-specialisation, as promulgated in 1975.

PT EQUITY

The 1975 statement, which announced the introduction of the Physical Training and Recreation branch, stated that PT officers would no longer form part of the Seaman specialisation of the SD List for promotion purposes.

This intention has been reviewed in the light of the examination of the Seaman SD promotion system.

The decision is that in their own interests, as well as achieving equity with the Seaman SD specialisation, officers of the PT sub-specialisation will continue to be considered for promotion together with all Seaman sub-specialisations under a single promotion plan.

Measures are being taken to ensure that the promotion requirements of the PT sub-specialisation are safeguarded.

DCI (RN) 763

★ 'Short cut'

In view of the continuing shortage of leading rates in the Operations Branch (Seaman Group), educational requirements for advancement are to go on being waived for the time being.

Able Seamen who are allowed to take this "short cut" will not, however, be able to go on to petty officer unless they subsequently obtain NAMET 5.5.

DCI (RN) 766

★ Opportunities

Cook, steward, and stores accountant ratings will have extra opportunities during the next two years to transfer to the Catering Accountant branch.

After two years, as career entry ratings to the Catering Accountant branch progress up the advancement structure, opportunities for cook and steward ratings to transfer will reduce, and for stores accountant ratings will cease entirely.

DCI (RN) 753

★ Keep it clean

A flashover in a submarine 440V AC switchboard shortly after commissioning has stressed the need for a high standard of cleanliness in electrical switchgear.

Risk of contamination should be minimized by providing protective covers above and around switchboards on all occasions when panels are removed or breakers racked out.

Special care is necessary when working on switchgear in passageways or under hatches.

DCI (RN) 730

★ TV course

How to be a television producer in three days may sound like a formidable task, but it is all part of the work at the R.N. School of Educational and Training Technology (RNSETT), H.M.S. Nelson, Portsmouth.

Details are announced of the 1978 courses, which include training in closed circuit television operating, production, and maintenance.

DCI (RN) 742



Beauty queen Marcelle Davison caused stout hearts to flutter aboard H.M.S. Euryalus when the frigate paid a five-day visit to South Shields to mark the official adoption of the ship by South Tyneside.

After being welcomed aboard by the commanding officer, Cdr. D. W. W. Burnside, and the Mayor of South Shields, Councillor S. Robinson — who is pictured presenting her with a ship's crest — she met many of the ship's company and was entertained to lunch by the senior rates.

The visit, described as "extremely successful," included many exchanges of hospitality and a service of adoption at St Michael's Church conducted by the Chaplain to the Second Frigate Squadron, the Rev. L. J. de Groose. The ship's company marched through the streets to the church.

The ship (pictured right off Portland) had sent an "advanced party" to South Shields — a team of cyclists led by PTI "Doc" Halliday and walkers led by LS Tony Pordage, who were sponsored to raise money for South Tyneside charities.

In uniform in the picture above are CPO R. Leaning, SEA M. Francis, RO1 Danny Meadows, PO R. Jones (partly hidden), Lieut.-Cdr. Trevor Dale and Sub-Lieut. Steve Lewis.



MARCELLE — EURYLASS!

Revised plan for pension payment

Royal Navy personnel due to retire in the near future at or near the age of 55 will be especially interested in the revised arrangements for the payment of pension increases. Details are contained in DCI(RN) J 734/77, and anyone not sure of the effect on his own pension position should consult Ministry of Defence NPP.

Meanwhile a little "background" information on pension increases may be of help. Often the question is asked, "Does my pension stay the same after I leave the Service?"

The answer is Yes, but only until you reach the age of 55, when it is adjusted to take account of the movement of the Retail Price Index since you left the Service. In the 12 months before the

mid-year point last year, the RPI jumped by almost 18 per cent., and the pensions of those over 55 were being increased by this amount from December.

If you are under 55, then a friendly MOD computer will clock up the annual rises so that the value of your original pension will be restored when you reach that age.

If you get an invaliding pension, your pension goes up by the amount of the pensions increase whatever your age.

The new DCI concerns a change in the system of working out the first pensions increase (called PI in the trade) after you leave the Service. Clearly, it would be unfair to give a full PI to those who have less than a year as a pensioner, so the first PI is smaller.

EXCEPTIONAL

It is currently paid (or clocked up) on April 1 to all those who have left the Service in the previous 12 months. After that, PIs are paid in full every December.

With the coming of the new State Pensions Scheme this year, the Government wants a national system of working out the first PI so all the public sector pension groups — and that includes the police, firemen and teachers — have the same system.

Broadly speaking, for each calendar month you have been outside, you will get 1/12th of the full PI added (or clocked up) to your pension in the following December.

Some interim arrangements have been necessary to protect those "elderly" colleagues leaving next year.

'Doc' commended for saving life

Chief Medical Technician (N) R. M. Gray, of the Institute of Naval Medicine, Alverstoke, has been awarded the Commander-in-Chief's commendation "for his exceptional skill and courage which resulted in the saving of life."

CMT Gray accompanied Surg. Lieut.-Cdr. D. R. Leitch to Newhaven in September to treat a serious case of decompression sickness involving the diving supervisor of the salvage vessel Lifeline.

On arrival CMT Gray volunteered to enter the small compression chamber with the casu-

alty and he spent 57 hours under the most arduous and cramped conditions.

"He maintained the highest possible standard of medical care, with a degree of alertness, cheerfulness and optimism which was quite outstanding," says Admiral Sir David Williams.

Eagle painting sought

Who knows the whereabouts of a painting of H.M.S. Eagle which was completed in the United States in 1969 by naval artist Joseph R. Corish when the carrier visited Boston?

On learning recently that the Eagle is no longer in service, Mr. Corish wondered the ultimate destination of the painting, which had been presented to the wardroom. One thought is that, having never been taken on charge as a trophy, it was eventually sold.

Anyone who can shed any light on the subject is asked to write to Rear-Admiral I. G. W. Robertson (former commanding officer of the carrier) at 30, Hesper Mews, London SW5.

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Thur. 5th	DANCE NIGHT	Foundations	8 till 1130	60p
Sun. 8th	DISCO NIGHT	John Thompson D.J.	8 till 11	30p
Tues. 10th	DANCE NIGHT	Richard Wood D.J.	8 till 11	50p
Thur. 12th	DANCE NIGHT	Mixtures	8 till 1130	60p
Sun. 15th	DISCO NIGHT	Dave Potter D.J.	8 till 11	30p
Tues. 17th	COMEDY DISCO NIGHT	Cissy Stone Band	8 till 1130	60p
Thur. 19th	DANCE NIGHT	John Thompson D.J.	8 till 11	30p
Sun. 22nd	DISCO NIGHT	Richard Wood D.J.	8 till 11	50p
Tues. 24th	POP NIGHT	Hogarth's World	8 till 1130	70p
Tuhr. 26th	CABARET NIGHT	Dave Potter D.J.	8 till 11	30p
Sun. 29th	DISCO NIGHT	The Ivy League	8 till 1130	70p
Tues. 31st	DANCE NIGHT	John Thompson D.J.	8 till 11	30p
		Richard Wood D.J.	8 till 11	50p
		Rustler	8 till 11	50p
		Dave Potter D.J.		

FEBRUARY 1978

Thur. 2nd	POP NIGHT	The Merseybeats	8 till 1130	70p
Sun. 5th	DISCO	John Thompson D.J.	8 till 11	30p
		Richard Wood D.J.		

DANCE NIGHTS ARE NOW TUES., THUR. SUN.
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Any queries contact C.P.O. Morris,
Victory Club, H.M.S. Nelson. Tele Ext 24205



"I knew some of you Royal Navy blokes were moonlighting, but piracy is a bit much!"

NEWSVIEW

'77—year with a difference

Like many other things, years come in categories of good, bad and indifferent, but for the Royal Navy simply "different" might be a more apt description for 1977.

Impressively topping the year was a Silver Jubilee Spithead spectacular where even unkind June weather failed to mask the magnificence of the occasion as the Queen reviewed her Fleet.

Another high point was the launch of H.M.S. Invincible, largest ship to go down the slip for Royal Navy service for a generation and harbinger of a new kind of air power at sea.

These were morale-boosting events, as in its own way has proved the year's most unexpected duty. Taking over where the firemen left off, sailors and men of the other Services surprised many — perhaps even themselves — as they grew in confidence and proficiency.

All was set against a background of public gratitude typified by a touching response to the national appeal for which SSAFA acted as collection point. Words of appreciation and affection accompanied the cash, which arrived in sums large and humble, even from pensioners in their nineties.

Made best of it

Meanwhile, Jack made the best of it (Christmas included) and confounded any doubters who might have queried his versatility. Rapidly establishing himself in his temporary role and surroundings (wonder where those curtains came from?), he demonstrated the age-old ability of the sailor to take life as it comes (not to mention a knack of getting his feet under the table).

If those were some of the encouraging aspects of the naval year, saddest surely was pay. From the time of last spring's award, the subject had never been far submerged, finally bubbling to the surface in extensive debate in Parliament and Press as the year drew to a close.

Few remember a time when Forces' pay was so dominating and distracting an issue; when Jack had made so abundantly clear his acute feelings of having been "seen off"; and when every official word was analysed for a hopeful hint.

Let no one doubt that the Services' case has been presented in the strongest terms. Now it has been spelt out that the Serviceman can be told his true worth. The crucial question, of course, is when can that be translated into terms of hard cash.

Type 42s ready to join Fleet

The first two ships in the Sheffield (Type 42) class of destroyers — H.M.S. Sheffield and H.M.S. Birmingham — are due to begin their work-up at Portland this month, having come through their "end-of-trials" inspections with flying colours.

Rear-Admiral W. J. McClune, Chief Staff Officer (Engineering) to the Commander-in-Chief Fleet, inspected both ships in December to assess their readiness to take their places as full operational members of the Fleet. These inspections marked the end of trials carried out by the Sheffield since her commissioning on February 16, 1975, and by the Birmingham this year.

The trials were designed to bring the Sheffield Class to the operational standards set by the Naval Staff in August 1968. Everything on board was stringently tested, from the Sea Dart weapon system to the chiefs' bar and from the Olympus main engines to the junior rates' garbage disposal unit.

Impressive

Tests were conducted in hot weather in the Caribbean and in cold weather off Bear Island, north of Norway. In the past three years the ships clocked up a total of 90,000 miles steaming, visiting ports as far apart as La Guaira (Caracas, Venezuela), Boston, Gibraltar and Copenhagen. A great deal of interest was shown in the ships, their weapon systems, and their machinery, in many countries.

H.M.S. Sheffield fired four Sea Dart missiles on the Aberporth range — which ran out of targets after one was hit by the Sheffield's first single shot and the second was pulverized by the next pair of missiles. It is said that only the Royal Air Force, who owned the targets, were not impressed!

The modern 4.5 inch guns also demonstrated impressive accuracy when used in their primary role of naval gunfire support for Army units on land, and against aircraft targets.



H.M.S. Sheffield: Crack shot with Sea Darts

The Sheffield and the Birmingham are expected to be fully worked up by the beginning of March, although they have already fulfilled a number of operational roles. The Sheffield took part in two NATO exercises and for four weeks she was the West Indies Station guardship. She also carried out several Fleet trials which would normally have been allocated to operational ships.

It was not all hard work and no play, however, as the ship spent a happy ten days secured between buoys in the Patuxent River, about 50 miles from Washington D.C., while the crew got to know the local residents.

Both ships also did their fair share of Showing the Flag and the Sheffield alone

welcomed more than 30,000 visitors on board during 1977.

Although three years may seem a long period for trials, it is reported that the complexity of the missile direction radars and the computerized weapon system required almost endless and painstaking checking to eliminate every possible fault or error. The trials required the careful co-ordination of exercise areas, hundreds of flying hours by the Fleet Air Arm, Royal Air Force, and Fleet Requirements aircraft of all types, and the co-operation of many other warships and Royal Fleet Auxiliary vessels.

All in all, the ships' companies are proud of their ships and their achievements so far, and are looking forward to joining the Fleet.

GROUP SIX

Ships of the Royal Navy's Group Six deployment spent Christmas in ports in the Far East and the eastern state ports of Australia after a busy period of exercises and courtesy calls.

On leaving Bandar Abbas in November, it was planned for the Group to be together exercising for several days before the Asia-bound ships broke away, but H.M.S. Tiger and R.F.A. Tidepool were delayed because of a small defect in the tanker.

The main group exercised through the Arabian Sea to Sri Lanka, where H.M. ships Cleopatra and Amazon and R.F.A. Grey Rover departed for Singapore and Hong Kong.

The remainder continued south, exercising with the Australian Navy and being joined by the Tiger and the Tidepool before making the first courtesy calls in Western Australia.

Then it was across the Great Australian Bight to the eastern states for Christmas.

At Bandar Abbas, Iran, after visits by Group ships to Port Sudan, Muscat, Basra, Karachi, Bahrain, Abu Dhabi, Dubai, Doha, and Salalah, Rear-Admiral Martin Wemyss, Flag Officer Second Flotilla, had departed with his staff to the United Kingdom.

Command of the Group, until his return at the end of January, was assumed by Capt. S. A. C. Cassels, commanding officer of H.M.S. Tiger.

DRAGON CHARMS CLEO

Hong Kong's first R.N. visitor for two years

Gurkha pipes and drums and Chinese dragon dancers provided a noisy welcome for H.M.S. Cleopatra when she arrived at H.M.S. Tamar on December 5.

The frigate, pictured here approaching the naval base, was the first British warship for almost two years to visit Hong Kong, where her 250 officers and men were spending Christmas.

First duty for her commanding officer, Capt. John Webster (Captain Fourth Frigate Squadron) was to go ashore and "dot" the dragon's eyes and tongue with a paint brush to ensure good fortune

during the visit, which the Cleopatra was making as part of the Group Six deployment.

On her way to the Far East, the frigate visited the Sultanate of Oman, where cliffs bear the painted names of every R.N. warship to visit in post-war years.

As well as official and unofficial exchanges of hospitality, there were opportunities to meet friends now serving in the Sultan's forces and for LCK Thomson to meet his father, working for Airwork Services in Oman.

Picture: PO(Phot) Stuart Wood



Quiet time for Tiger

When H.M.S. Tiger was left behind at Bandar Abbas it heralded one of the quietest operational times in the helicopter cruiser's commission, including a relatively relaxed transit of the Indian Ocean to Australia.

As the ship passed the Equator, King Neptune held court and the young first-timers were called forward for their initiation. In LA(Phot) Ian Pithe's picture (right) Sub-Lieut. Ray "Britannia" Harris and his escort answer the summons.

Saturday evenings became social occasions, first with an excellent boxing tour-

nament before an audience of 300, then with a ship's concert brimful of talent.

Then the Tiger arrived in Fremantle, Western Australia, for a frantic four days of sporting fixtures, "open-to-visitors" and two-way hospitality, before heading out to sea again.

The Tiger's Christmas visit to south-east Australia promised to be a dream come true for the grandmother of one of her ratings, CEM1 R. C. Garoghan.

Mrs. J. H. Garoghan, of Queensland, spending the holiday with CEM1 Garoghan's aunt in New South Wales, last saw her grandson in 1964, when he was eight.



Twist!

Teams from H.M. ships Tiger, Cleopatra, Rhyl, Zulu, Amazon and Mohawk braved temperatures of over 100F to contest Bandar Abbas Rugby Club's annual seven-a-side tournament during the Group's visit.

The final was fought between the A teams of Tiger and Mohawk, with the Mohawk seven, captained by LS Paul Hart, adding the final twist to the big cat's tail with a 26-0 victory.

Naples to Culdrose — by Sea King



Two Sea King helicopters of 824 Squadron flew home from Italy to R.N. air station Culdrose as H.M.S. Ark Royal sailed from Naples after a seven-day visit. The flight, which took a mainly overland route, was a navigational exercise.

During the Naples visit, most of the ship's company took the opportunity to visit such places as Capri, Pompeii, Herculaneum, Vesuvius, Amalfi, Sorrento, Cassino and Rome, where one party had an audience with the Pope.

Christmas shopping took place in earnest and a deck hockey match between the Ark and Wrens based at the NATO headquarters of Allied Naval Forces (South) ended in an honourable draw.

Later, as the ship headed for Gibraltar on the way home for Christmas, the sick bay staff carried out their hundredth operation since leaving Devonport in September. Conditions requiring surgery ranged from a depressed fracture of the skull to the removal of an ingrowing toenail.

In November the Ark, sparkling in the sun under a fresh coat of paint, had sailed from Malta for a two-day visit to Toulon before the French-sponsored multi-national Exercise Isles d'Or.

Small 'A' tows big 'A'

No, it's not the prelude to the end of an era — just the end of an interesting 36 hours of exercising for H.M.S. Ariadne and the mighty Ark Royal, as the 2,200 ton frigate took the 43,000 ton carrier in tow. Conditions were ideal for this exercise off Gibraltar during the frigate's guardship time.

It was an eventful 1977 for the Ariadne, with deployments to the West Indies and South America, then two spells of guardship duty — the first an unscheduled two-and-a-half months in Belize waters, the second at Gibraltar.

But hard work has its compensations and the ship's company of the last steam-driven ship to be built for the Royal Navy, in addition to Gib and the South of France, enjoyed the hospitality of Martinique, Rio, Banjul, Nassau, Freeport and Bermuda during the year's 46,000 miles of steaming.

Pictures: LA(Phot) Colin Whatmore.

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'Action Man' lifts prize

"Action Man," a dramatic portrayal of helicopter rescue work, caught the judges' eyes and finally became their first choice from more than 300 black and white prints. It went on to become the contest's top entry and to make a Wren the Royal Navy's Photographer of the Year for the first time in the history of the Peregrine Trophy.

The shot of an man being winched into a helicopter was taken with a Mamiya camera on FP4 film with an exposure of f16 at 1/500th. Photographer was leading Wren Jill Purves, of H.M.S. Daedalus, seen (right) inspecting her winning print and some of the others on show in H.M.S. Excellent for the annual contest.

Jill, who is holding her camera award in the monochrome section, has served in Scotland and London, and she flies regularly from Lee-on-Solent on helicopter sorties.



JILL'S THE OF T

More than 500 entries set the judges a daunting task in the 1977 Peregrine Trophy competition for the Royal Navy's professional photographers. Having selected winning entries in each of three sections, next task was to choose an entry which would provide the "R.N. Photographer of the Year."

And how appropriate that in the WRNS diamond jubilee year, a Wren should emerge as "Top of the Photos" — chosen by three male judges to whom the prints were "anonymous." The dramatic "Action Man," showing a figure being winched into a hovering helicopter, was the prize-winning entry of Leading Wren Jill Purves, of H.M.S. Daedalus.

Certainly, the judges found selection among the 331 black and white entries the most difficult task, and general opinion was that the standard was higher than last year, covering a wide range of work.

While selection among the 121 colour transparencies proved slightly easier, it was

still "tough at the top," the final choice going to an impressive shot by LA Jack Dewis, from H.M.S. Excellent, down into the Royal Albert Hall at the 1977 Festival of Remembrance.

The Peregrine Trophy, which goes to the establishment whose photographers gain most points, was retained by last year's winner, H.M.S. Excellent. Judges were Robert Scott (editor of Practical Photography), Bob Moore (Command public relations officer, CINCPACVHOME) and John Tucker (editor of Navy News).

The contest was staged in H.M.S. Excellent and awards presented by the captain (Capt. P. Lucas).



2ND



A clever combination of sunlight and a fish trap made a prize-winning colour print (right) for LA Michael Beard, of H.M.S. Seahawk. Taken with a Rollicord 80 mm camera (1/250th at f11), the picture topped its section.

A good second in the same section was "Full Regalia" (above) — a portrait of Portsmouth's Lord Mayor (Mr. George Austin). It was taken by PO R Carver, of the R.N. School of Advanced Photography (1/250th at f8).

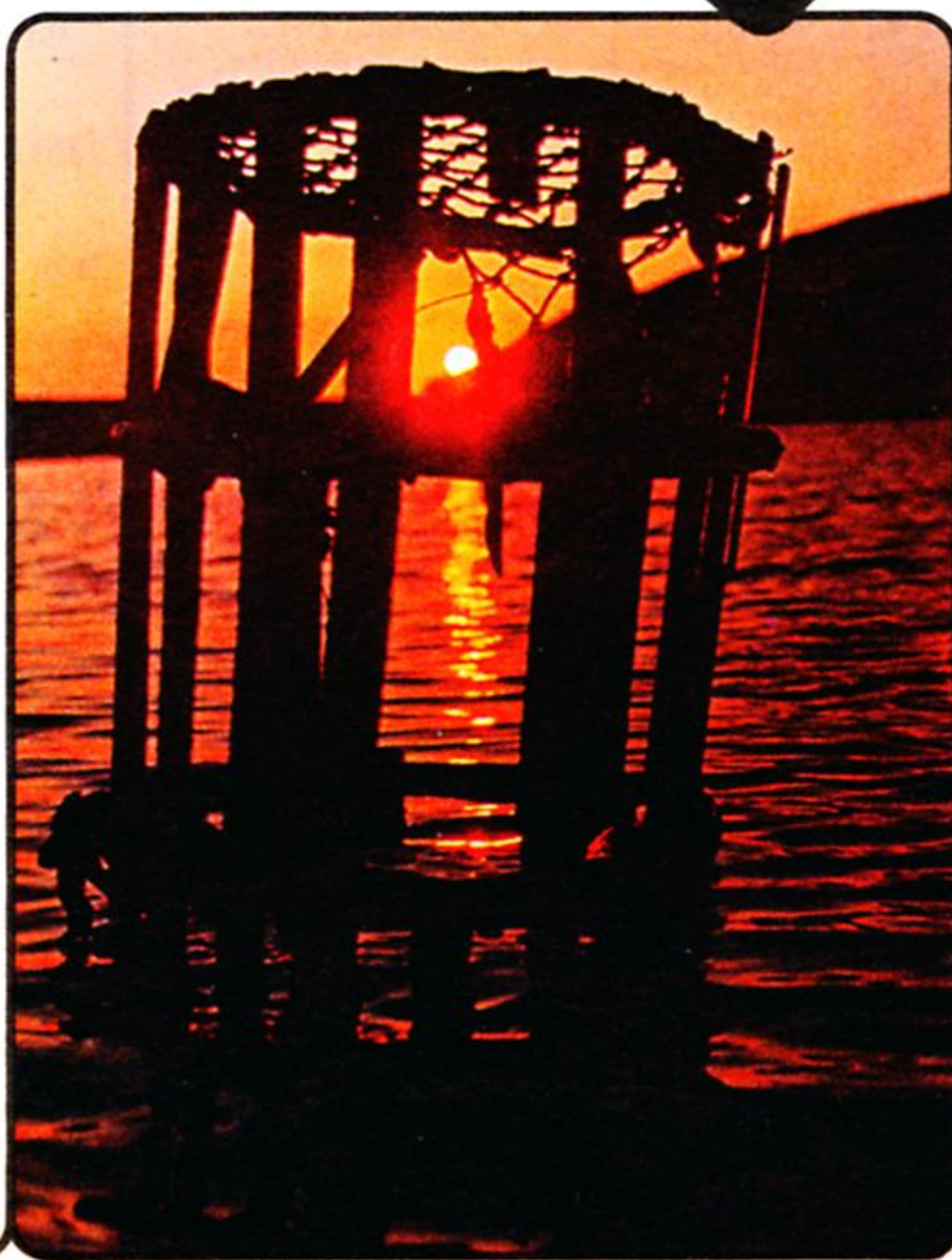


PHOTO OF THE YEAR!

Peregrine Trophy (donated by Practical Photography): H.M.S. Excellent.
R.N. Photographer of the Year (£50 award donated by Hassleblad (GB) Ltd.):
L Wren J. Purves (Daedalus).

MONOCHROME

1, "Action Man" — LWren J. Purves (Daedalus), award Bronica S2A camera, donated by Leeds Camera Centre Ltd.; 2, "Tacent, Satis Laudent" — LA R. Hodgson (Neptune), £150 voucher, De Vere (Kensington) Ltd.; 3, "Up'n' Over" — CPO B. Cartwright (Drake), £50 cheque, John Page Ltd.; 4, "Robert" — PO L. Warr (Heron), £30 cheque, Kodak Ltd.; 5, "Wrum Rat" — LA L. McKenzie (Heron), Focal Encyclopedia, Solent Audio Visual Ltd.; 6, "Zip It" — LA P. Northcott (Seahawk), vacuum jug, May and Baker Ltd.

COLOUR TRANSPARENCIES

1, "Royal Albert Hall" — LA J. Dewis (Excellent), £250 voucher, Pelling and Cross

Ltd.; 2, "Doggy Paddle" — LA M. Beard (Seahawk), Tamrom zoom lens, Eumig (UK) Ltd.; 3, "Sunset Drop" — LA K. Sturge (Heron), cheque, Ilford Ltd.; 4, Display team motor-cyclists — PO R. Carver (Excellent), £20 cheque, Ernest F. Moy Ltd.

COLOUR PRINTS

1, "Suntrap" — LA M. Beard (Seahawk), Minolta camera, Practical Photography / Photopia Ltd.; 2, "Full Regalia" — PO R. Carver (Excellent), Durst 301 enlarger, Eumig (UK) Ltd.; 3, "Portsmouth Cathedral" — LA J. Sanders (Excellent), £50 cheque, Durst (UK) Ltd.; 4, "Pharewell Phantom" — LA C. Watmore (Ark Royal), £10 cheque, Technika Cameras Ltd.



A picture of remembrance

The richness of colour in the Royal Albert Hall during the annual Festival of Remembrance is captured in this shot which won a £250 voucher for LA Jack Dewis, of H.M.S. Excellent. Taken on high speed film, with an exposure of two seconds at f3.5, it was judged best colour transparency in the contest.

Country life is portrayed in "Doggy Paddle" (below), which took second place in the transparency section for LA Michael Beard (Seahawk).



SECOND: "Tacent, Satis Laudent" ("Their silence is praise enough") is the title of this splendid shot of the Polaris submarine H.M.S. Resolution, by LA Ray Hodgson. (1/500th at f11).

THIRD: The endeavour and skill of Navy field gunners is captured in "Up'n' Over" by CPO Brian Cartwright, of H.M.S. Drake. (1/125th at f8).

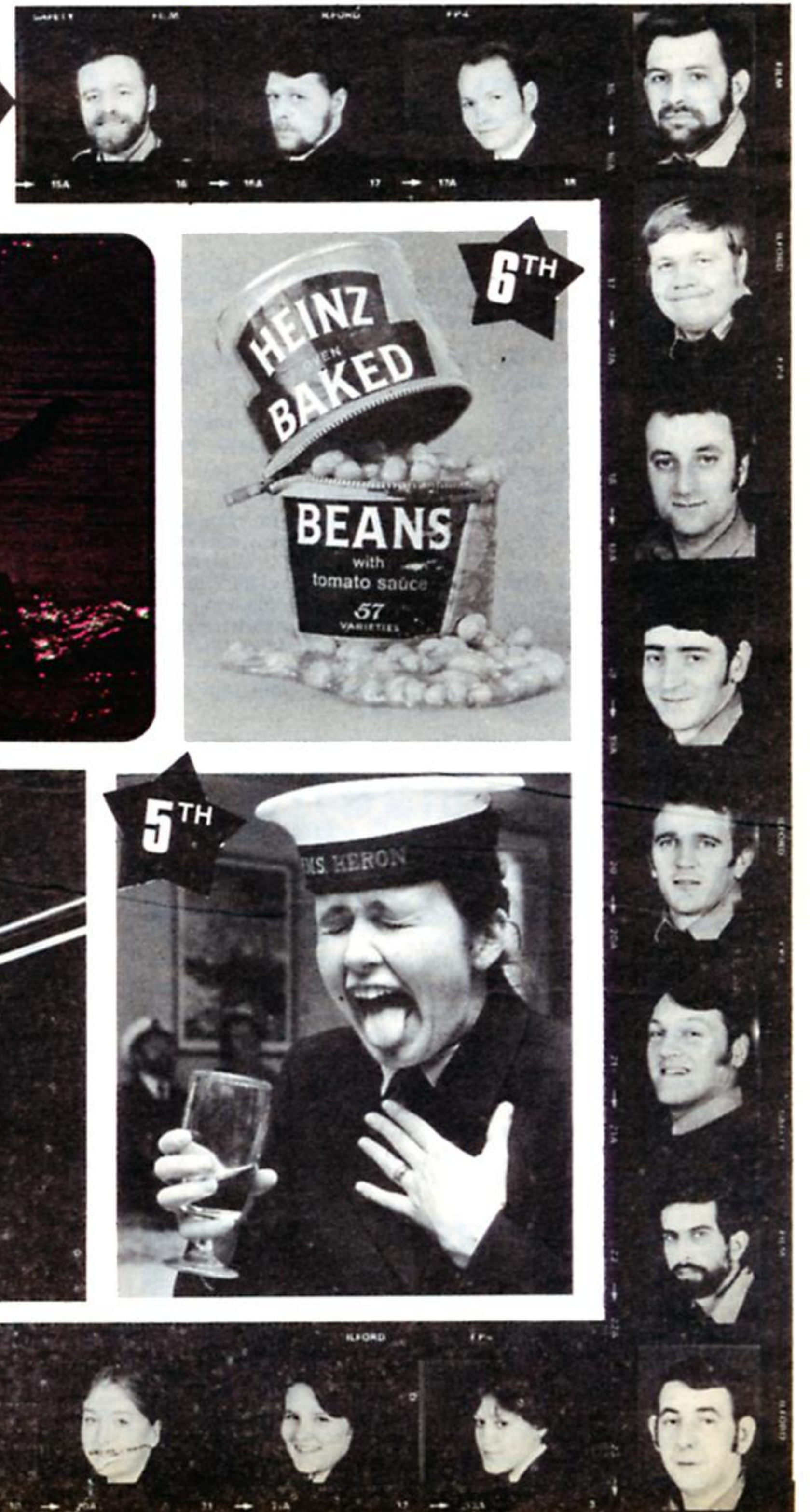
FOURTH: PO Les Warr took a fine portrait of his son Robert practising his musical skills. (1/250th at f11).

FIFTH: "Wrum Rat," recreating the flavour of a Wren's first tot enjoyed (if that's the word) when the order Splice the Mainbrace went out after the Queen's Silver Jubilee Review of the Fleet. LA L. McKenzie was the photographer. (1/125th at f8).

SIXTH: "How was it done?" is the question posed by "Zip It," a clever entry by LA Pete Northcott — but no one's spilling the beans! (1/60th at f16).



This feature strip presents a line-up of faces from the Fleet Photographic Unit and the School of Advanced Photography at H.M.S. Excellent, the establishment which gained most points to take the Peregrine Trophy for the second year in succession.



HOW TOT FUND MAKES DREAMS COME TRUE

Projects which have benefited from the Sailors' Fund over the years since the Navy's tot disappeared have cause to be grateful for wise investment which has produced the regular income to transform many a worthwhile venture into reality.

The pattern of investment has been carefully monitored, not least during recent years when few organizations or individuals have found monetary matters easy.

Noting changes in the financial climate, the fund's advisers are now proposing that more of the capital be moved from fixed-income investment into ordinary shares, for maximum long-term benefit. In the short term, however, this may mean a little less cash to distribute, although the November meeting of the fund's Grants Committee was told that the amount of money available should steadily climb again as income was derived from the re-invested capital.

With this explanation, the meeting agreed that, subject to the Trustees' approval, cash available for bids should on this occasion be augmented by using £8,000 from reserves.

This meant that about £48,000 was available for distribution to "bidders," after the regular half-yearly grants to ships (on this occasion £34,645) and Marine Commando units.

Under a new system agreed at the previous meeting the Commando units now receive regular grants, and in November it was decided to include the re-formed 41 Commando.

At the same time application was made for a 50 per cent. increase for the Commando units to bring them into financial line with ships.

"Why should Marines be second-class citizens?" said one naval voice in lending the Royals his support. The application was agreed, giving the Commando units a total of £5,250.

Pembroke gets biggest grant

The biggest single grant made at the meeting was £10,000 for refurbishing and modernizing the Pembroke Club, which caters for all junior rates in the Chatham area.

Plans include a "new look" for the ballroom to make the decor more appropriate to the age group of the young men and women using the club. The seating area of the lounge is to be increased, and a new lounge to be constructed on the second floor, including provision of a new bar.

Members were told that £5,000 was being contributed from local funds and that there was Naafi support over furnishings and fittings. Redecoration and modernization was badly needed, it was reported, one

representative saying there were murals reminiscent of Palm Court orchestra days.

The application succeeded after maximum support from all voting members.

DOLPHIN CLUB

The Atlantis junior rates club in H.M.S. Dolphin received a grant for £3,300 for equipment and fitting out a coffee / snack bar, after the meeting had been told that this was a thriving club but lacked certain amenities. "Snack bars work in training establishments," said one representative.

The answer to their prayers

Applications for grants for religious purposes are something of a rarity among the "clubby - sporty" bids received by the Sailors' Fund, and an application along these lines in November was well received — and succeeded.

R.N. air station Yeovilton were granted £1,380 for conversion of a single-storey accommodation building — at the time of the meeting said to be used by firefighters — into a chapel and Sunday school for the Church of Scotland and Free Churches.

Anglers strike lucky second time around

"Fishing is top of the pops as far as sport is concerned," the committee was told when it heard a renewed application for a grant to de-silt Fort Rowner moat at H.M.S. Sultan.

The application — from Portsmouth R.N. and R.M. Coarse Angling Association — had previously failed, but this time it was successful, obtaining a grant of £5,000 towards the £9,483 sought.

The application was also going to the Fleet Amenities Fund.

VERNON CHANGING ROOM

Changing problems for sports teams in H.M.S. Vernon, already "acute," are expected to become even greater with an increase in WRNS sports activities there.

The committee agreed to grant £3,300 for a portable changing cabin, divided into two changing rooms, to ease the situation.

NELSON SCOREBOARD

"Is it because the spectators can't count?" was one of the questions posed during the hearing of the bid for electronic scoring and timing equipment for the indoor sports arena in H.M.S. Nelson.

The case was put strongly that this equipment added to the participation and enjoyment of spectators, by bringing the events "alive," and also could encourage players.

Eventually, despite one or two pleas that this was really "fancy waistcoats," the committee granted half of the £1,350 sought, in the knowledge that the application was going on to the Fleet Amenities Fund.

SKI CLUB PLEA

Rating participation in ski-ing was assisted by a grant of £100 per rating (estimated £700) towards this year's expenses, following an application by the R.N. Ski Club.

A strong plea was made that this sport, now extremely expensive, be kept alive in the Navy and that rating participation be increased. It was also explained that those taking part in the sport — which encompasses ski, cresta and bob — contribute an average of £250 each.

An "anti" view came from a golfer who said that he expected to pay for his sport.

PUBLIC FUNDS QUERY

The question of whether public funds were not more appropriate was mentioned during discussion on several projects before the meeting.

From H.M.S. Vernon came an application for two squash courts at a cost of £21,000, while H.M.S. Warrior sought £20,000 for an all-weather multi-sports surface.

The applications pointed out that indoor recreation space in Vernon was limited, and that recreational facilities were also limited in Warrior.

In both cases the hope was expressed that it might be possible for public funds to help and, with this in mind, each application was deferred until the next meeting.

Admiral's rum tub tribute

A miniature rum tub made an appropriate farewell presentation from members of the Grants Committee of the Sailors' Fund to Rear-Admiral T. B. Homan, who has chaired the committee for more than three years while holding the appointment of Director General of Naval Personal Services.

The inscribed rum tub was a tribute to his work in heading a committee which has been responsible for distributing hundreds of thousands of pounds for worthwhile projects.

Thanking members for the gift, Rear-Admiral Homan said, "I have been tremendously impressed with the work which everyone puts into presenting their cases for grants."



SAILORS' FUND

Where your money goes

In addition to the regularly half-yearly grants to H.M. ships and R.M. Commando Units, grants were made as follows:

H.M.S. Pembroke. Refurbishing and modernization of Pembroke club (junior rates) — grant of £10,000.

Regular Forces Employment Association. Grant of £6,000 towards expenditure for 1978.

H.M.S. Neptune. Heating and ventilation work for Drumfork Club and installation of semi-portable building — grant of £5,000.

H.M.S. Sultan — Portsmouth R.N. and R.M. Coarse Angling Association. De-silting Fort Rowner moat for angling — grant of £5,000 towards £9,483 sought.

H.M.S. Heron. Bar extension for Houndstone Club — grant of £3,948.

H.M.S. Dolphin. Furnishing coffee / snack bar of Atlantis junior rates club — grant of £3,300.

H.M.S. Vernon. Portable changing cabin — grant of £3,300.

Union Jack Club. Royal Navy grant — £1,848.

United Services R.F.C. (Portsmouth). Floodlighting for evening training — grant of £1,675.

R.N. Air Station Yeovilton. Conversion of accommodation into chapel / Sunday school — grant of £1,380.

H.M.S. Thunderer (R.N.E.C. Manadon). Billiards table and accessories for senior and junior rates — grant of £1,148.

H.M.S. Drake. Washing machine and tumble dryer — grant of £1,000.

H.M.S. Cochrane. Lighting control for theatre group — grant of £792.

R.N. and R.M. Mountaineering Club. Nordland expedition to Norway — grant of up to £75 per rating (estimated £750).

H.M.S. Nelson. Electronic scoring and timing equipment for indoor sports arena — grant of £675 towards £1,350 sought.

R.N. Ski-Club. Grant towards ratings' expenses for 1978 season — £100 per rating taking part (estimated £700).

Southwick Park Naval Recreation Centre. Covered area for six golf driving range pads — grant of £500.

Portsmouth R.N. Football Club. Strips and footballs, and clubhouse refurbishment — grant of £400 towards £800 sought.

R.N. Provost Headquarters, London. Double glazing to six windows in lounge bar and billiards room — grant of £380.

R.N. Trials Unit, Aberporth. Assorted sports gear — grant of £200.

UNSUCCESSFUL APPLICATIONS

● Applications which were unsuccessful included: H.M.S. Tamar, community centre for naval ratings families in Bonham Towers (£18,336); H.M.S. Warrior, modification of Warrior block for multi-purpose auditorium (£6,000); H.M.S. Excellent, portable seating stands (£4,900); H.M.S. Rooke, camper / caravanette vehicle (£4,500); H.M.S. Cambridge, Ford Transit 17-seater crew bus (£3,720); R.M. Poole, refrigerated salad counter (£2,350);

H.M.S. Dryad (Fraser Gunnery Range), music centre for senior rates mess, plus records and tapes (£200); H.M.S. Collingwood, Ski Club — 1978 activities (£180).

● The Grants Committee noted that some of the applications which failed to gain sufficient support in total or in part might have further chances through the Fleet Amenities Fund or Nuffield Trust.

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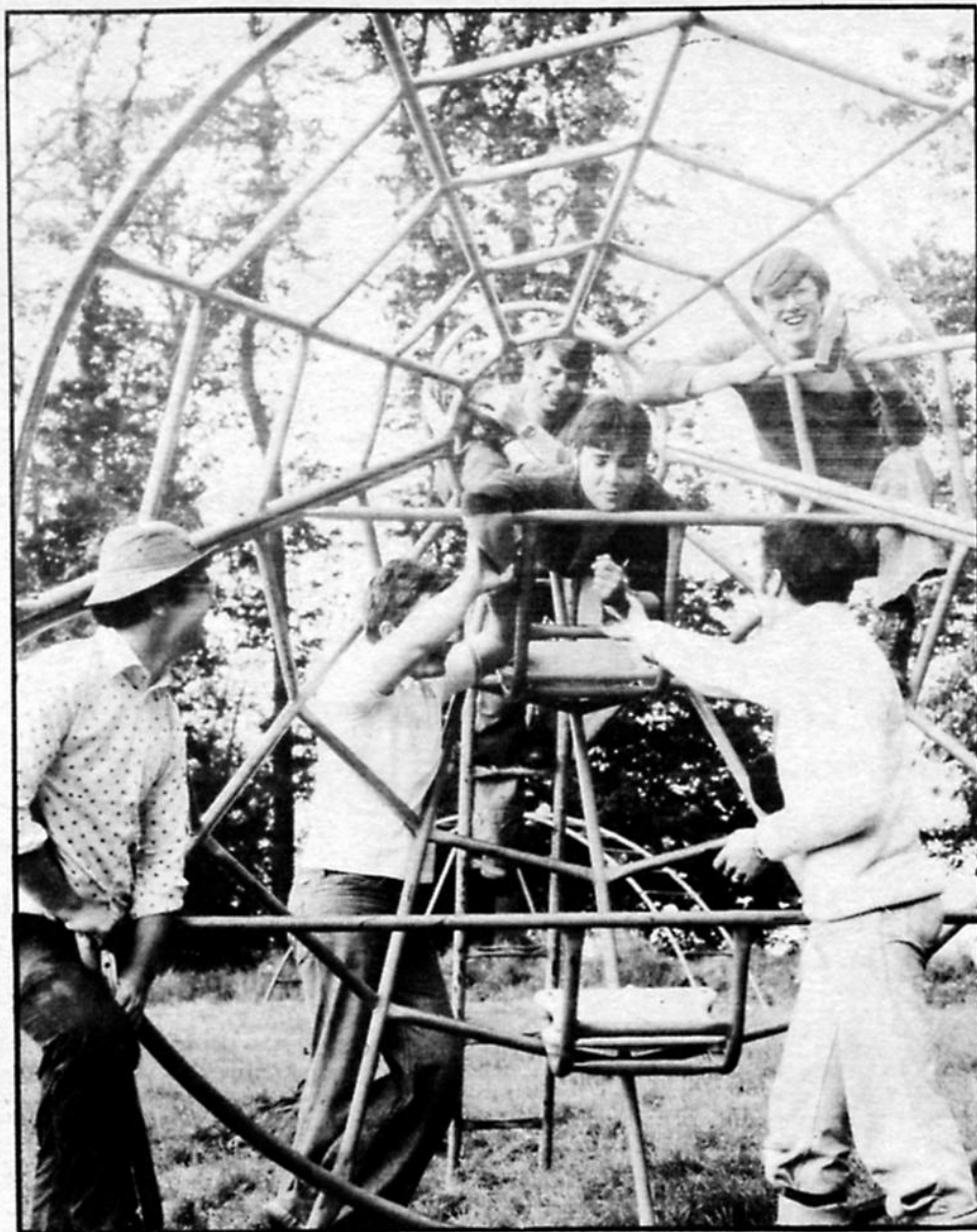
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All aboard the 'moon probe'

Out of an acre of tangled undergrowth and woodlands, a child's dream has been created at Southwick Park. Over 18 months, 150 radio electrical artificer apprentices from H.M.S. Collingwood, supervised by CREL Brian Simpson, have cleared the site and erected tree huts, rope swings and slides, a climbing frame, and a commando bridge. Pictured erecting the "moon probe" climbing frame are (from left) REA Apps Glen Merrett, Phil Walter,

Kev Milford (back centre), Charlie Fox (front centre), Pat Maher (with hammer) and CREL Brian Simpson (foreground). Southwick Park has been one of the Sailors' Fund's biggest projects. The Fund's continued support is seen in its latest grant to Southwick Park — £500 for a covered area for six golf driving range pads.

Picture: LA(Phot) Chris McDermott.

Money boost for warships' yacht race venture

The efforts of two ships on the current deployment to the Far East and Australia to help sailors take part in the prestigious Sydney-Hobart ocean yacht race received a boost at the half-yearly meeting in December of the Grants Committee of the Fleet Amenities and Fleet Recreational Funds.

Members strongly supported an application for £350 after hearing that the object of H.M. ships Tiger and Zulu is either to charter a yacht or find berths in other yachts for the maximum number of men. The race which was due to start on Boxing Day, is regarded as the premier southern hemisphere ocean race.

Applications concerning skiing were also among those which found themselves in with a sporting chance at the meeting, the grants including one of £5,000 for expenses for R.N. Ski Club participation in the 1978 season, and another of £1,000 for ski equipment for H.M.S. Caledonia.

Following normal practice, the FAF meeting was held shortly after a meeting of the Grants Committee of the Sailors' Fund (reported on these pages), "picked up some of the pieces" and also dealt with a number of other applications.

For instance, FAF made its grant to the R.N. Ski Club after hearing that the Sailors' Fund had already agreed to help towards ratings' expenses, and also that there were financial contributions from those taking part in the event.

H.M.S. Caledonia sought £1,500 for 20 sets of equipment for the Ski Club there. FAF agreed to £1,000, noting that personnel at Caledonia were in a position to take advantage of skiing in the Highlands and hoping that best use would also be made of the equipment by others in the command.

H.M.S. Tamar's application for £18,336 for a community centre for Bonham Towers, which had just failed at the Sailors' Fund, was considered a worthwhile project, and the committee agreed to a grant of half that amount on learning that the China Fleet Club was willing to meet up to half the cost.

"A move in the right direction" was an opinion expressed where the committee considered a proposed £6,000 grant for modification of the entrance hall of Warrior Block in H.M.S. Warrior so that it can be used as a theatre, cinema, church and lecture hall.

Members were told that this would be a much-appreciated facility in what was an expensive corner of the commuter belt.

There was strong support, and approval, for the £6,000 grant.

On hearing that the Sailors' Fund had agreed to grant £5,000 towards the £9,483 sought for de-silting Rowner moat for angling, the FAF decided to add £3,500.

Although the Sailors' Fund had granted the full £5,000

sought for work at H.M.S. Neptune's Drumfreck Club, the FAF learnt that an extra £3,000 was needed to meet final costs, and agreed to grant this amount.

Another "picking up the pieces" operation was in granting £700 to H.M.S. Drake, following an application for £2,000 for a washing machine and tumble dryer. The Sailors' Fund had agreed to £1,000, and £300 is coming from the Captain of the Fleet's Fund.

Electronic scoring and timing equipment for the indoor sports centre in H.M.S. Nelson had

FLEET AMENITIES FUND

received a £675 grant from the Sailors' Fund, and a similar sum was agreed by FAF.

Another application from Nelson which was approved was for £1,000 annual grant towards running the Naval Wives Information Service, which was described as a very valuable service.

To augment the grant of £6,000 made by the Sailors' Fund towards the naval share of the Regular Forces Employment Association's expenditure for 1978, the FAF agreed to a grant of £3,210.

Some doubts about grants for sports strips and balls becoming a "constant drag" were expressed when the committee was asked for £400 towards these items and clubhouse refurbishment for Portsmouth R.N. Football Club (a similar sum to the Sailors' Fund grant).

However, on hearing about the way in which the club operated, there was strong support for the grant, which was agreed.

The R.N. Mountaineering Club received an estimated £750 from the Sailors' Fund towards ratings' expenses for an expedition to Norway, and a similar sum was granted by FAF for specialized mountaineering equipment.

Fresh milk and fruit help boost morale for the R.N. and R.M. contingent taking part in the Royal Tournament at Earls Court, where they live in difficult conditions. A £590 grant for these provisions was agreed.

R.M. Depot Deal received a £400 grant for a washing machine and tumble dryer, and R.N. Chess Association £136 for chess equipment.

A grant of £195 was made to United Services Rugby R.F.C. (Portsmouth) for rugby shorts, and £100 to CGRM(HQ) for football strips and balls.

It was decided to add a "cost-of-living" increase of £250 to the annual grant to the Captain of the Fleet's Fund. Because of the increasing cost of television sets, another decision was to increase by an estimated £445 the money available for sets for new construction ships and ships completing major refits. (The cost of these sets is shared between the FAF and Nuffield Trust).

Projects which failed included: H.M.Y. Britannia, contribution towards Silver Jubilee tours magazine (£250); and H.M.S. Collingwood Ski Club 1978 season's activities (£180).

FAMILIES CLUBS GRANTED £9,000

Neptune's Drumfreck Families Club offered £12,000 towards a joint scheme for improved heating and ventilation and for installation of a semi-portable building adjacent to the club.

Among space problems, the meeting was told, was the fact that there was a large waiting list for the pre-school playgroup, while the doctor's

surgery was held in the bar because it had hot and cold water and toilets.

Members were impressed with the amount of self-help offered

by the club, which provides a wide range of facilities, and community activities. A grant of £5,000 was made.

An application for £3,948 from H.M.S. Heron towards a bar extension at the Houndstone Families Social Club, which was said to be in a somewhat isolated position and to serve three married quarters estates, received strong support and was approved.

Hong Kong featured in the bids, with an application for about £18,000 for a community centre at a block of flats "slap bang in the middle of town" and occupied by ratings — many of them in the Hong Kong Squadron — and their families.

BONHAM TOWERS

Bonham Towers is a 25-storey block, housing 93 families and the WRNS quarters, and is in a busy, crowded area with continuous heavy traffic. "The block suffers from all the disadvantages of high rise living," said the application, which added that Hong Kong, although still a popular draft, no longer offered the easy-going existence of a few years ago.

Someone asked whether local monies, including those of the China Fleet Club, might not be able to help.

In the final voting to grant £8,000 towards the application there was not quite enough strength of votes to carry the proposal, but the hope was expressed that the application would be assisted by other funds with at least some of the money.

Price of peace for Crushers

Social life for the "Crushers", their wives and girl friends has been on the decline at their mess at R.N. Provost Headquarters in London because of a noise problem.

One effect has been that live entertainment, including discos, have had to be temporarily abandoned in the Regulating Staff mess, which lies in Kensington in a "select" residential area.

DOUBLE GLAZING

A baffle board has proved only partially successful, but now the Sailors' Fund has come to the rescue with a grant of £380 which will provide double glazing to six windows in the lounge bar and adjacent billiards room.

The meeting voted at virtual maximum strength to bring live entertainment back into the lives of the "Crushers".

Aid for Forces Employment Association

For 1978 the Royal Navy and Royal Marines share towards the expenses of the Regular Forces Employment Association is £29,060. The Royal Naval Benevolent Trust has pegged its contribution at £20,000, leaving £9,060 to be found elsewhere.

The decision was that £6,000 should go towards the £9,060 sought, and that the application be passed on to the Fleet Amenities Fund.

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Luton—Wigmore Lane	9,150	West Derby	8,795	Wootton Bassett—Coped Hall	9,500
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Findern—Doles Lane	7,450				
South Normanton	7,450	Nottinghamshire	7,550		
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Durham		Eastwood—Derby Road	7,450		
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Crook—Thistleflat	7,150	Newark	7,450		
Darlington—Manor Park	18,500	Nottingham—Newthorpe	7,450		
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Calling old shipmates

The Mayor of Grimsby is anxious to trace anyone who served in H.M.S. Grimsby which was sunk in the Mediterranean during the Second World War. He wishes to invite them to a reception at which a framed photograph of the ship will be presented to the Grimsby and South Humberside branch of the Royal Naval Association.

The reception will mark the opening of a display of the Grimsby's silver, which will be exhibited in a special showcase built to celebrate the Queen's Silver Jubilee.

Shipmate G. M. Wilkinson, the mayor's secretary, who is vice-president and life member of the Grimsby and South Humberside branch, R.N.A., will be delighted to provide further details.

Shipmate R. L. Maguire, chairman of the Enfield Branch R.N.A., and secretary of the First World War R.N. Telegraphists Association, writes to thank Navy News for putting him in touch with Mr. W. Vandersteen, of Reading, a shipmate whom he had not met for nearly 60 years. "He is the third shipmate I have managed to contact and 'win over' for our association," he says.

Mr. J. N. Newcombe (ex PO Steward), 2, Briar Road, Newthorpe, Nottingham, would like to hear from anyone who served with him between 1939 and 1945 in the cruiser H.M.S. Naiad, or in H.M.S. Valiant, or in the minesweeper H.M.S. Ready.

Mr. E. Pasfield, 4, Longfield Avenue, Hornchurch, Essex, would like to hear from any old shipmate who remembers H.M. ships Calcutta and Cairo visiting Philadelphia in 1926.

Mr. B. A. Jackson, 104 Sandgate, Waltham-on-Avrone, Nr. Rotherham, South Yorkshire, would like to hear from anyone who served in H.M.S. Wave (5th Minesweeper Squadron), 1956-1958.

Mr. G. J. Mack, 2, Everton Crescent, Ipswich, Suffolk, would like to hear from anyone who served in H.M.S. Intrepid, from 1937 to 1943, when she was sunk by German aircraft in Lerlos Harbour. He is planning to write a book about the ship's career.

Mr. Gordon Gunstone, of Euryalus, 8, Chatsworth Drive, Sittingbourne, Kent, would like to hear from anyone who served in H.M.S. Euryalus, 1944-47, with a view to arranging a reunion. He is also anxious to obtain a photograph of H.M.S. Knarborough Castle, a Castle-class corvette.

Mr. G. P. Clough, 26 Lakeland Close, Chigwell Row, Essex, 1G7 4QU, would like to contact any crew member of submarine L15 (1921-22, China Station, 4th Submarine Flotilla).

Mr. David Edser, 6 Elm Way, Worcester Park, Surrey, is anxious to contact any survivor of H.M.S. Daffodil, especially anyone who remembers his father, Able Seaman Charles Edser, who died on March 18, 1945. He would be particularly pleased to hear from Mr. Charles Gardner, who he believes was the commanding officer at the time.

Mr. Los Taylor, 152 Warren Road, Woodingdean, Brighton, Sussex (tel. Brighton 0273-62751) invites anyone who served in MTBs, MGBs, SGBs, MLs, or MASBs to contact him with a view to joining the Coastal Forces Veterans Association.

Mr. Graham Essl, 81A Chelmsford Road, South Woodford, London E18, would like to contact anyone who served in MGB/MTB 125 or ML 125 during the Second World War, or anyone who can tell him about these boats and their crews. He is planning to write their story.

North-West get-together

More than 400 ex-Navy men, families and friends are expected to come from all corners of the North West of England, to attend the N.W. Federation of Naval Association's buffet dance at the Astoria ballroom, Rawtenstall, Lancashire, on February 17.

Fleetwood Sea Cadet Band will be there, by popular request, to give a display of music and precision marching during the interval.

First prize in the draw will be a 3ft. 6in. matchstick model of H.M.S. Leander, built by Paddy Bell of Atherton White Ensign, who has raised £50,000 for charity with his models.

V.I.P. reception for London's bell



Members of the Admiralty Board and former commanding officers of H.M.S. London are seen here with the Lord Mayor of London, Sir Robin Gillett, when the commissioning bell from H.M.S. London was presented to the City of London Corporation.

Those in the picture are (from the left): Lieut.-Cdr. C. D. Prentis, Flag Lieutenant Admiralty Board; Admiral Sir Raymond Lygo, Vice Chief of Naval Staff; Vice-Admiral J. H. F. Eberle, Chief of Fleet Support; Vice-Admiral Sir Gordon Tait, Second Sea Lord; Admiral

Sir Terence Lewin, First Sea Lord; Sir Robin Gillett; Rear-Admiral J. Bartosik, Capt. Hodges, Capt. Forbes and Capt. Loasby, former commanding officers of H.M.S. London.

Picture: CPOA(Phot) G. Wicks

£3,000 FOR R.N.A. 'RASCALS'

The Aldeburgh (Suffolk) Branch of the Royal Naval Association has been left nearly £3,000 in the will of one of the members, Capt. John Murphy, who died in October. But, according to a national Sunday newspaper, the captain had a few unflattering words to say about his former shipmates. . .

Three up!

Birmingham and Hanworth, two branches of the Royal Naval Association who in recent years have started their own Fleet Air Arm Association, are shortly to be joined by a third. An inaugural meeting 'is to be held at the Gosport headquarters on Thursday, January 19, to elect a steering committee.

Shipmate S. W. Lock, chairman of the Gosport Branch, R.N.A., is also a member of the Telegraphist Air Gunners Association and the newly-formed Aircrewmen Association, and he feels there should be one to include ground crews and back-up personnel, such as handlers. This new association may fill the gap.

Thirty members from Hanwell braved the stormy weather to attend the seventh annual dinner of the Birmingham F.A.A. Association, which was a big success.

GANGES BELL ROPE SEARCH

Mr. J. H. Wheatley, of 13 Elstead Gardens, Purbrook, Portsmouth PO7 5EX, would be pleased to hear from anyone who knows what happened to the 15in. jubilee bell ropes which he made for H.M.S. Ganges in 1947. He was then a 16-year-old boy seaman (Class 132) and the bell rope won for him the Silver Oar — first prize in a handicraft competition. It was last seen on display on a knots, splices and fancywork board in the Seamanship Block at Ganges.

"A more unmitigated bunch of rascals I have never been shipmates with in 40-odd years of active service," he is reported as saying in his will.

He left the Aldeburgh Branch one-tenth of his estate, which amounted to £28,956 net (£29,448 gross).

Cardiff

The branch had great pleasure in entertaining the ship's company of H.M.S. Devonshire at Tito's Club on November 3. This enjoyable occasion was attended by about 450 shipmates, wives, guests and friends.

Chepstow

An impressive total of more than 450 serving and former Service personnel attended the Trafalgar Day parade and church service. The parade, led by the band of the Royal Regiment of Wales, included representatives of 33 R.N.A. branches with their standards. Rear-Admiral M. S. Townsend took the salute. The Rev. Barrie Evans, Archdeacon of Monmouth, conducted the service, assisted by the Ven. C. R. Wright, Archdeacon of Newport, and the Rev. R. H. Roberts, padre to R.M. Commandos. One of the lessons was read by Shipmate T. E. Davis, president of No. 7 Area. For the first time within the Area Nelson's Prayer was read by a girl, Cadet Lesley Kelsey, of the Girls' Nautical Training Corps.

Denby Dale

During a successful and busy year the shipmates attended the Remembrance Dance, which was a sell-out and raised £120. On November 13 ten shipmates from a local hospital were taken to Upper Cumberworth Church for armistice service, which was followed by a wreath-laying ceremony at the Denby Dale cenotaph.

OBITUARIES

Major D. A. Beatson-Hird, Commandant of the Star & Garter Home for Disabled Servicemen since August 1, 1977. Died November 19, 1977. Secretary of the Home, May-July, 1976. He has been succeeded as Commandant by Col. S. G. Banks, who for the past five years has been the Home's accountant. The new secretary is Major C. G. Harris. Shipmate Bruce Munday, Star and Garter Home, Richmond. Died December 2. Served in the Army (Hampshire Regiment), Royal Air Force, and Royal Navy. Mr. Horace Bethell, of Gosport Hants, aged 104. Died in December. Served in the Royal Marines, 1888-1912.

BRANCH NEWS

Doncaster

The season of peace and good will was the better for the resumption of the club of normal deliveries of the shipmates' favourite draught beer, now back in full flow. The ladies of the branch organized the excellent catering when about 35 shipmates from Scunthorpe Branch paid an evening visit.

East Grinstead

The Trafalgar night dinner and dance proved to be an enjoyable occasion and was well supported by members, their wives, families and friends. The guest of honour was Rear-Admiral Sir Edward Rebbeck, who also took the salute at the march past of the branch standard on November 6. Members are now looking forward to the outings planned for the New Year.

Harwich

The branch annual buffet dance was a big success with an attendance of 325, including shipmates from Dagenham, Thetford, Chelmsford, Braintree, Sudbury, Halstead, and Hedingham. The guest of honour was the Mayor of Harwich, who is branch vice-president. Other guests included eight Army personnel who were manning the "Green Goddess" fire appliance in the town. During the evening the acting chairman of the branch, Shipmate Bill Gorham, presented the Lady Mayoress with a cheque for £200 for her Christmas appeal fund in aid of senior citizens.

Leicester

Shipmates are grateful to Chelsea and Fulham Branch for the wonderful reception and hospitality extended to them when visiting London for the R.N.A. reunion.

Liverpool

Shipmate F. J. Dowling was particularly pleased to know that the silver bell of H.M.S. Belfast has been returned to the ship. He served in the Belfast between 1948 and 1950 and he remembers the cruiser calling into Belfast to receive the bell. At the time he was in charge of the quarterdeck locker and one of his duties was to clean the bell.

Sheffield

When H.M.S. Sheffield docked at Hull members of the ship's company visited Sheffield and many city people and organizations visited the ship. Shipmates of the City of Sheffield Branch were entertained to lunch and drinks in the CPOs' Mess, an occasion which was greatly enjoyed and appreciated. The branch vice-president, Shipmate Ernest Otter, presented the Mess with an R.N.A. plaque and in

return he received a plaque bearing the ship's badge from the mess president, FCPO Peter Smith.

Wigston

A captured German battle ensign has been added to the growing collection of cap tallies, trophies, and crests in the branch headquarters. It was presented by Shipmate George Dibden, who obtained it when he served in H.M.S. Southdown, the first ship to enter Wilhelmshaven for the surrender of the German Navy in 1945.

Wymondham

After much hard work, many meetings, relentless recruiting, not to mention generous support from other branches in No. 5 Area, the Wymondham and District branch of the R.N.A. was launched on October 22. The inauguration night attracted an enthusiastic attendance of 150, including representatives from many other branches. Shipmate B. ("Crash") Hemming, a national council member, conducted the ceremony and the "swearing-in" of founder members. An excellent buffet was provided by Mrs. P. Fitton, wife of Shipmate E. Fitton, followed by a grand sing-song and entertainment.

Shipmates are looking forward to a bright future and hope for at least 40 members in the New Year. The present membership total is 30 and the branch officials are Shipmates F. Standley (chairman); R. Fitton (vice-chairman); and C. Leftly (secretary). Headquarters: Queen's Head, Wymondham. Tel. 602345.

Coventry cruise

H.M.S. Coventry Old Hands Association, which was formed in 1962 and has a membership of 220, hopes to arrange a ten-day cruise in 1979 to enable old shipmates to revisit areas in the Mediterranean where the Coventry operated during the Second World War.

Hopefully, the cruise can be arranged to pass through the positions where the Coventry and her sister ships, H.M.S. Calcutta and H.M.S. Cairo, were sunk and hold memorial services for each of the ships.

As members of the former ships' companies could not be expected to provide the number of passengers required to make the cruise a viable proposition, the invitation is being extended to all interested people.

The cruise would entail flying to Athens then going by sea to Alexandria, Suda Bay, Malta, and returning home by air from Athens. Details from shipmate E. M. Skelly, 17, Avon Crescent, Stratford-upon-Avon, CV37 7EX.

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Praise for Sheraton

Words of high praise for the commanding officer and members of the ship's company of H.M.S. Sheraton came from the Fleetwood members of the R.N. Patrol Service Association after they had crossed Morcombe Bay in a gale to attend an event at Fleetwood. "We have the greatest admiration for them," writes Shipmate William Hughes, "and we would like to thank them for suffering discomfort — the crossing must have been hell — rather than let us down."

Shipmates from Birmingham joined those from other branches of the R.N.P.S. for an enjoyable week-end reunion at Denes Holiday Camp, Kessingland, Suffolk. It was the second reunion. On this occasion members entertained the officers and crew of the fishery protection vessel H.M.S. Brinton.

REUNIONS

Nine former artificer apprentices who joined the Royal Navy together in 1944, celebrated a combined total of 300 years' service by attending a special lunch at H.M.S. Nelson, Portsmouth. The last of their class of 90 apprentices still serving in the Navy, the nine were subsequently all commissioned. They are Cdr. Peter Alp, Lieut.-Cdr. Don Murdoch, Lieut.-Cdr. Philip Wooden, Lieut.-Cdr. Sidney Wakeham, Lieut.-Cdr. Gus Simpson, Lieut.-Cdr. Dave Rowlands, Lieut. Derek Smith, Lieut. Joe Nicholson, and Lieut. Peter Hodges.

Sixty-three old boys and staff of Watts Naval Training School, the Parkstone Sea Training School or the Russell Cotes Nautical School attended the annual combined reunion at St Alfege Church Hall, Greenwich, with their wives, families and friends. About 18 counties were represented by the 160 people at the reunion.

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PEOPLE IN THE NEWS



The Norway Wrens

Navy News does not often hear from the WRNS unit at HQ AFNORTH in Norway, so we are delighted, to publish this record of the visit there of **Commandant VONLA McBRIDE**, Director of the WRNS. Left to right are **LWrens FIONA JONES, JENNIFER SAUNDERS and CAROL BROWN**, **Second Officer SUE GLASER**, **Commandant McBRIDE**, **POWren CILLA MAYES**, and **LWrens KITTY MURRAY, JENNY BURNS and LAURA MERREY**.



Lieut.-Cdr. DAVID BLYTHE (centre) celebrates 4,000 flying hours with a champagne toast from his commanding officer, **Capt. C. J. ISACKE** (left) and **Commander (Air), Cdr. NOEL UNSWORTH**. **Lieut.-Cdr. Blythe** is commanding officer of 703 Naval Air Squadron based at Portland. His flying career spans 15 years and has taken him from the equatorial jungle regions to the frozen wastes 400 miles inside the Arctic Circle. He has served in the carriers, *Bulwark*, *Victorious*, *Melbourne*, and *Hermes*, and piloted a Wasp helicopter from the frigate *H.M.S. Rhyl*.



Happiness is a sailor in a brewery, as these smiles prove. It happened when *H.M.S. Sheffield* visited Hull, and 34 of her ship's company travelled across to the Whitbread East Pennines Exchange Brewery in Sheffield. The brewery tour was organized by **ALLAN BAMFORD**, assistant to the managed house manager in Sheffield, and a chief radio supervisor in the R.N.R.

They did-it . . .



We did-it . . . did-it . . . did-it . . . say the smiles on the faces of these proud Wren Radio Operators. They have completed a twelve-week concentrated morse course at the Signal Training Centre in *H.M.S. Drake*. The course was the first, and probably the last, of its type.

The ten Wrens have now been drafted to Northwood and Faslane where there have been shortages of morse-trained male operators. Morse-training for members of the WRNS ceased in 1972 because of the general reduction of morse circuits in the Fleet.

So lads, mind your dots and dashes when these girls are around. They are (from bottom left) **WROs VIVIAN BURTON, DONNA LAWSON, ANN GREWAL, BEVERLEY WILLIS, KIM ELLSUM, HELEN MCINNES, SALLY MOSS, JANE CAPEWELL, MOIRA HARRIS and LINDSAY DOBREE-CAREY**.



Two men who started their naval careers together in 1944 as boy seamen at *H.M.S. St George* on the Isle of Man have recently been serving together again. **Cdr. FRANK TRICKEY** (left) and **Lieut.-Cdr. ALAN POTHECARY** have been Commander (Ceremonial) and Deputy Commander (Ceremonial) at *H.M.S. Excellent*. **Lieut.-Cdr. Potthecary** has now moved on as commanding officer of *H.M.S. Rame Head*, and **Cdr. Trickey** leaves *Excellent* this month to become Western Area Officer of the Sea Cadet Corps.



That name rings a bell! It's **JEM ANDREW COLLINGWOOD**, a recent arrival at *H.M.S. Collingwood*, the Hampshire establishment named after Admiral Lord Collingwood. Andrew joined the Navy in September.

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The small naval communications centre at the Forces Postal Depot, Mill Hill, has struck gold again. For the sixth time in seven years the centre has won a Gold Comstar Award for accurately and rapidly transmitting signals. Pictured with their award are (left to right) **RPO MICK BATHURST, Lieut. DAVID SUMMERS**, civilian supervisor **Mrs. NETTA LAIT**, **LREG NOBBY HALL** and **RPO**

DICK FISH, who has since been drafted.

● *H.M.S. Ambuscade* has presented a personal award to the Forces Postal depot. **Lieut. CHRIS CRADDOCK**, serving in the *Ambuscade*, presented a ship's crest to the Depot in appreciation of efficient service when the Type 21 frigate was attached to NATO's Standing Naval Force Atlantic.

PEOPLE IN THE NEWS



One big happy family

Ten sets of brothers were embarked in H.M.S. Hermes on a recent Atlantic deployment. They are, from top, ALOEM Mark and STD Neil SMITH; NA George and NAM Christopher BARRELL; POREL(A) John and CPOWTR Robert ANDERSON; NAM Adrian and POAF Keith NAYLOR; EM(A)1 Brian and EM(A)2 Neil McPHEE; EM(AW) Alan and SEA(R) Peter ROSIER; STD Charles and CK David McGAREL; POME Lloyd and MEM2 Ian SOUTHERN; CK Peter and Cpl Stephen ROACH; and CK Stuart and JS(M) Robert WHITE. The picture of the Hermes was taken at Lisbon.



Apprentice DOUGLAS NICHOLSON'S passing-in parade at H.M.S. Figsard was a good excuse for a family get-together. Douglas (second from right) is pictured here with his brother-in-law, Sub-Lieut. JIM POLLARD (left), brother PO ROBERT NICHOLSON, both serving at Culdrose, and the commanding officer of Figsard, Capt. J. C. Warsop (right). Douglas is the youngest of three brothers in the Navy. The third, GORDON, is an artificer apprentice in H.M.S. Ark Royal.

Douglas also has two sisters who, before their marriages, served in the WRNS. SUSAN is married to Sub-Lieut. Pollard, and CAROL to PO DUNCAN CROTHERS, serving in H.M.S. Brighton.

To complete the family's naval pedigree, Douglas's father, Mr. ARTHUR NICHOLSON, served in the Navy during the second world war.

SWORD AWARD

Sub-Lieut. FRANK REED, at present serving at R.N. Hospital Stonehouse, has been presented with a sword by the commanding officer of Britannia Royal Naval College, Dartmouth, Capt. P. W. GREENING. Surgeon-Rear-Admiral H. R. MALLOWS, who owned the sword, gave it for presentation to the top Medical Services candidate to pass out of BRNC during the year.



SEA(R) MARTY LOWREY hopped across from H.M.S. Norfolk to visit his dad, Lieut. GORDON LOWREY, on board H.M.S. Hermes when the Hermes visited Portsmouth. Lieut. Lowrey is the Gunnery Officer in the Hermes, and father and son are pictured on the ship's weapons direction platform.

Photographer photographs photographers

A spot of Joint Service co-operation was called for when six Royal Air Force photographers joined six basic Wren photographers in a public relations exercise outside the R.N. School of Advanced Photography at H.M.S. Excellent. The camera used was a pre-war Watson half plate, operated by Wren KAREN GRAINGER and Cpl BARRIE OSBORNE. In the background are (left to right) R.A.F. Cpls DEREK BOOTH, PETER WAKEMAN, BOB WARDELL, GRAHAM KING, ALLAN MOGRIDGE, and Wren (Photo) TRACEY TEASDALE, INGRID FOSTER, ANNE STERCK, LINDA DAMERELL and GWYNETH LLOYD.

Picture: PO Len Cobbett.



Ruth's on the move, again

The Admiralty's promise "Join the Navy and see the world" has been kept for 21-year-old Wren RUTH GOODWIN who has just left Hong Kong to take up a new appointment in Peking. Ruth will be the only Wren in the Chinese capital, where she will be personal assistant to the Defence Attache in the British Embassy. She was serving in Gibraltar at the beginning of the year, then moved to the staff of the Flag Officer Plymouth, then to Hong Kong, before arriving in Peking in time for Christmas.

H.M.S. Hardy's tall order

The Navy's tallest sailor, OS MALCOLM GOOGER, is sleeping comfortably on board H.M.S. Hardy in his new, custom-built, 7ft. 2½in. hammock. Malcolm, just 18 and still growing, is 6ft. 9½in. and a shade too long for the standard naval bunk.

Five sailors in the Hardy sleep in hammocks.

Malcolm's father is 6ft. 7in. and he has an uncle dwarfing all at 7ft. 2in.

The special, extra-long hammock was made by Portsmouth Dockyard's sail-makers' shop.

21 years later

In 1956 two young lads joined H.M.S. Ganges on the same day and found themselves in the same class. Twenty-one years later, to the day, CCY TONY PARKINSON and CRS JOHN ROOD celebrated their "coming of age" in the Royal Navy in the same department and the same ship — H.M.S. Andromeda.

Navy News

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WHY DIVERS DIDN'T FLIP OVER 'JAWS'

Top of the bill at Funafuti's film palace was singularly inappropriate for a team of Royal Navy divers tasked with clearing second world war minefields around the Pacific atoll.

"Jaws" was an unnecessary reminder for the 13-man party to keep one eye on mines, and the other on the local shark population. Not many of the divers visited the island's roofless makeshift cinema.

The team of divers from H.M.S. Vernon was led by Lieut.-Cdr. Dennis Selwood and backed by a Navy ordnance electrical mechanic and one bomb disposal expert each from the Army and Royal Air Force.

First item on their 2½-month Pacific agenda was to clear six minefields laid by the Americans in 1942 to defend their ships at anchor in the atoll.

Underwater visibility was excellent, and allowed the divers to spot mines — and sharks — relatively easily.

EXCEPTION

Only towards the end of the operation did the sharks take exception to all that high explosive altering the contours of their reef. Thereafter it was interesting to see, given the stimulus of a fast-approaching "hacked-off" shark, how quickly a diver could leave the water for the safety of a Gemini.

The 24 mines located were exploded mostly on Saturday mornings for the benefit of the islanders. As soon as the water had settled, they would rush out in their boats to collect the hundreds of dead fish left floating on the surface.

Main task in Betio, part of the Tarawa group, was to search Japanese bunkers holding up

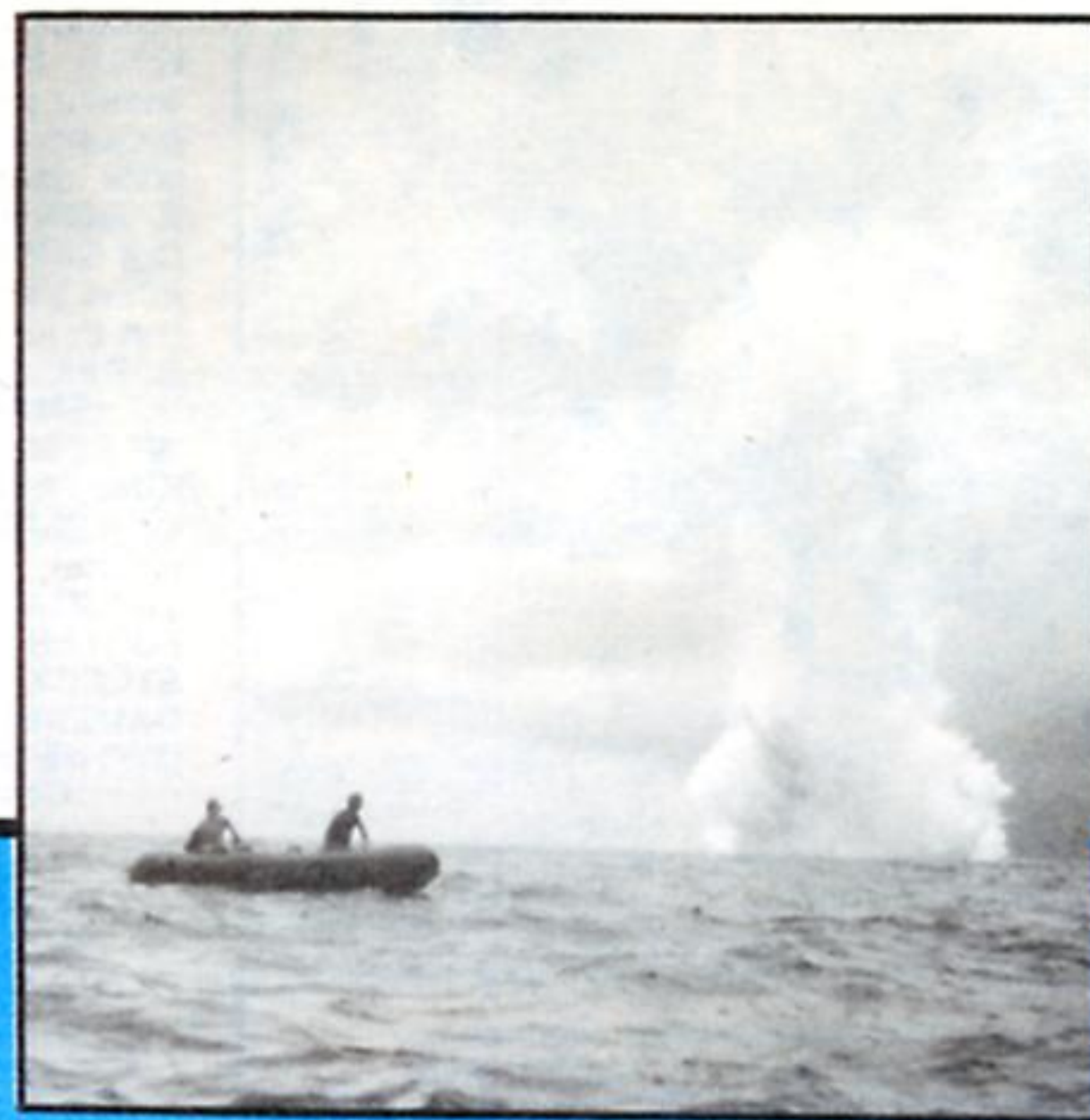
development plans. One close to town contained nearly two tons of unstable shells that took four days to clear.

"Volunteers" from the local jail were called in to help with this unpleasant job.

The team also cleared Japanese Type E beach mines from Tamakin reef. In another operation at Nanoumea, Flight-Sgt. Dave Trafford of the R.A.F. and Sgt. John Devine, Royal Engineers, cleared 452 American 6-inch shells from a beach exposed at low water.



Above — Hospitality shown at Funafuti left no doubts about how much the mine-clearing operation meant to the islanders. Pictured with local villagers are (back row, from left) AB(D) Darby Allan, CPO(D) Mick Fellows, FCPO(D) Vernon Gibbons, CPO(D) Topsy Turner (head averted), PO(D) Alan Broadhurst, Flight-Sgt. Dave Trafford R.A.F., CPO Brian Ferns, Sgt. John Devine Royal Engineers, and Lieut.-Cdr. Dennis Selwood. Front row — AB(D) Nick Hancock, AB(D) Tony Groom, AB(D) Joe Kennedy and AB(D) Paul Middleton. This picture was taken after the farewell feast and cocktail party in honour of the divers. There was stuffed suckling pig on the menu, and dancing by the girls in the picture.



Left — Off to work goes a Royal Navy diver! He is the last of nine to leap out at the start of this sea-bed search. The speeding Gemini counters wind and tide to get the divers off to a straight search pattern.



Inset above — An American Mark 13 ground mine sees action at last. It is 35 years since this bit of Second World War nastiness was laid at the Funafuti atoll entrance.

Below — FCPO(D) Vernon Gibbons examines a ground mine complete with laying cradle. Six fields of these mines were laid in 1942 by the Americans to defend their ships at anchor within the Funafuti atoll. The Navy divers found 24 such mines, many in excellent condition despite their 35 years in the water.

Legacies

of the Pacific war



Before (circle above) and after the demolition of a Japanese bunker in Betio. It took four days for the Vernon team (aided by volunteers from the local jail!) to clear out two tons of highly lethal Japanese 5-inch shells and 20mm anti-aircraft shells.



The team also cleared ordnance from Tamakin reef, where PO(D) Alan Broadhurst is pictured (circle, centre) working on a Japanese Type E mine laid to damage equipment or kill men trying to establish a beach-head on the island.

JEWEL BRITANNIA!

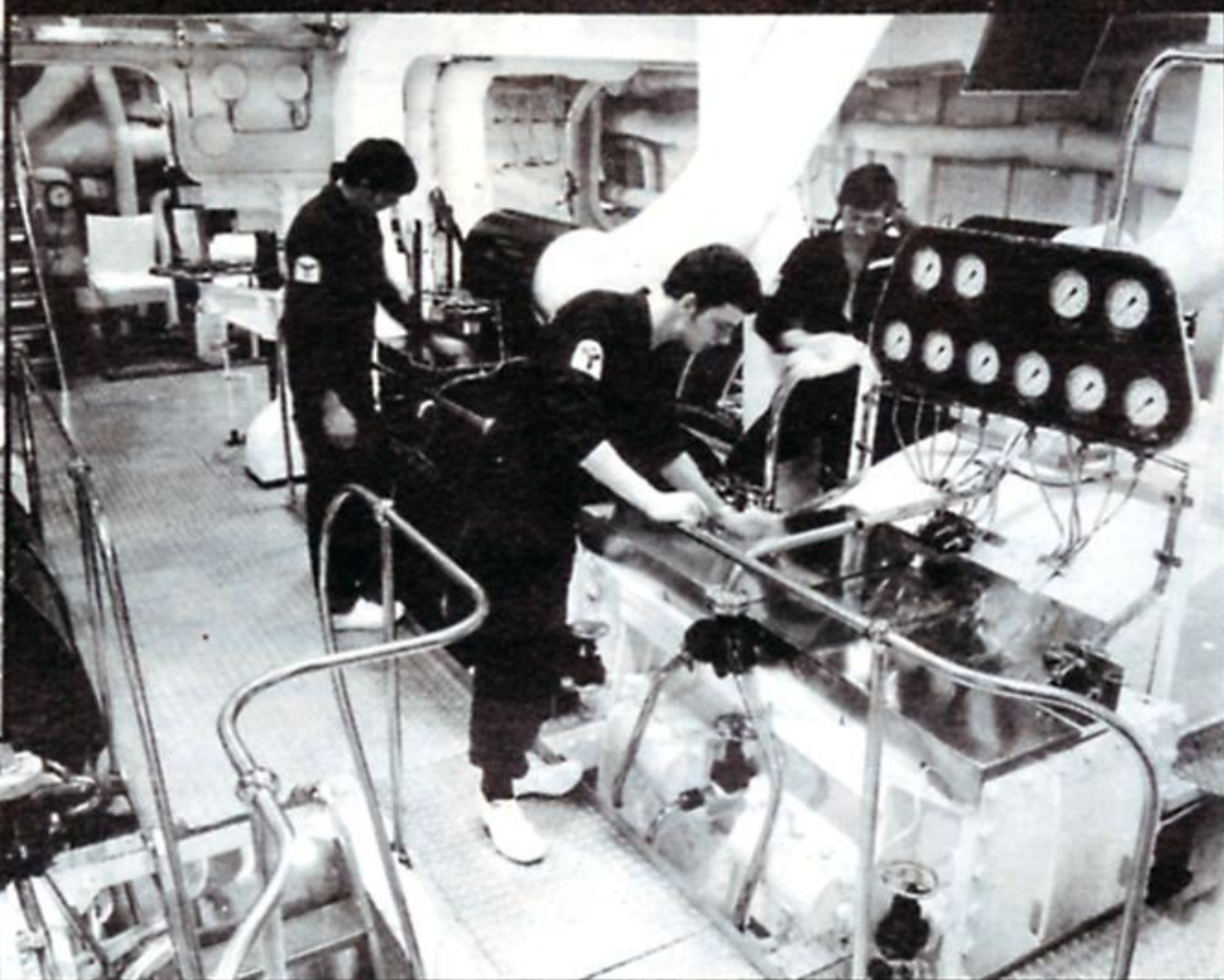


And the men who make her gleam

After more than 43,000 miles of Jubilee year touring, taking in Australia, New Zealand and the Pacific and more recently the West Indies as well as the United Kingdom, H.M. Yacht Britannia has returned to Portsmouth for a well-deserved break not only for the V.I.P.s but for the men who help to keep her sparkling like a jewel in the oceans of the world. This feature focuses on aspects of life on board for members of the lower deck among the 300 "Yachties" ... men who make the Britannia fit for a Queen.



Ratings serving in the Royal Yacht have their own distinctive uniform, "modelled" here by RO Mick Robson. Note the cap tally, shoulder flash, plimsolls and bow at the back of the trousers.



● Above: Side party at work on the Royal Cypher and gold leaf band. Keeping the side up to scratch — scratchless, in fact — is a never-ending task.

● AB Terence Freeman, smartest "Mr. Mop" in the business, wields technology's answer to deck-scrubbing. The upper decks of Britannia, all teak, are polished daily by these automatic sailors.

● Centre left: Brightwork in the engine-room is also a daily task — always to a high standard and resulting in an engineer's dream of a spick and span domain. Providing the elbow-grease here are MEMs Robert Wild and Bob Van Biene and LMEM Peter Kelly. The engines, like most others in the Fleet, are steam turbine.

**Pictures by
LA(Phot) Tom
Suddes**

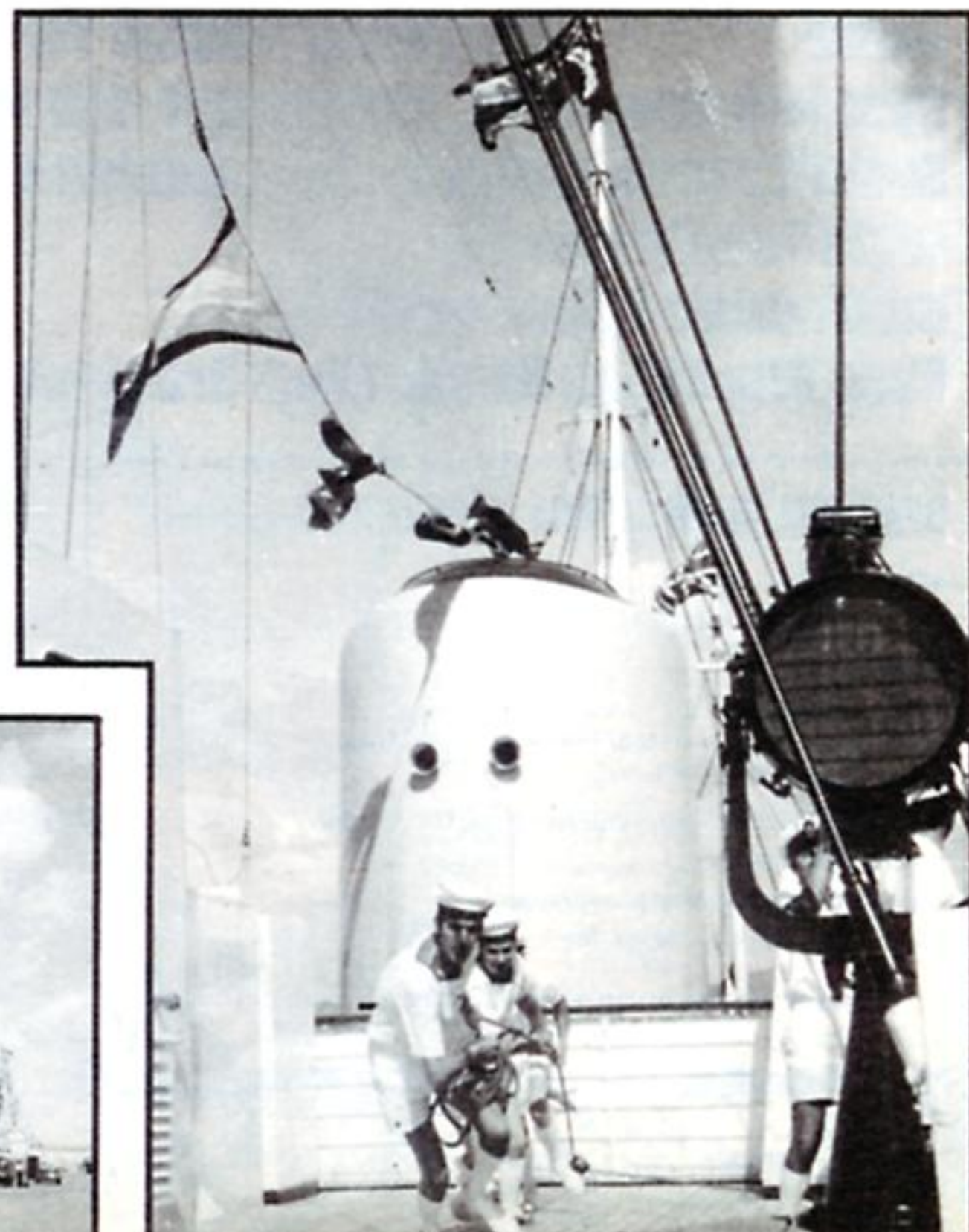
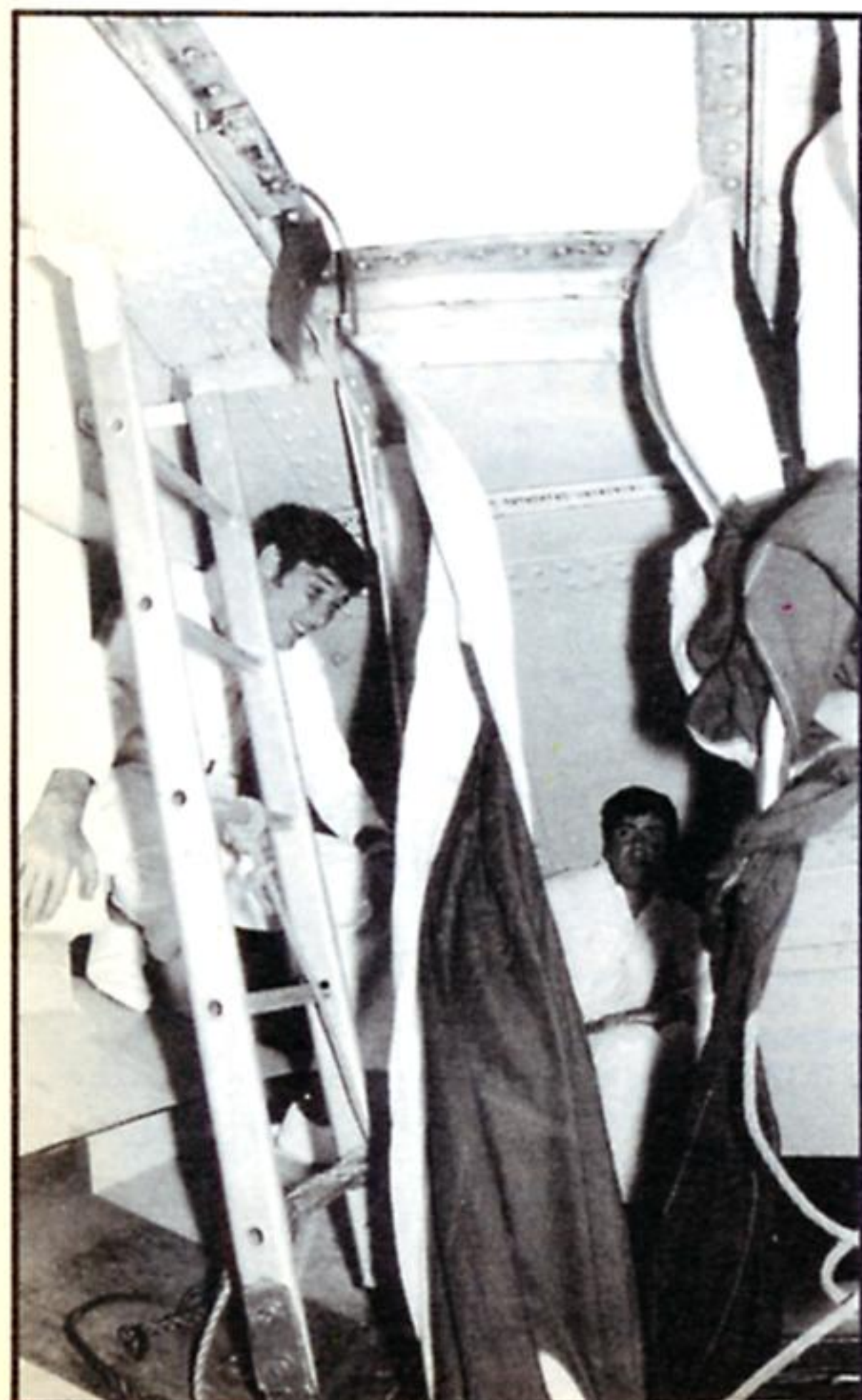
HEY, PRESTO! FOR MY NEXT TRICK . . .



Many casual observers of the Royal Yacht have rubbed their eyes in disbelief when they have seen bunting appear from the funnel during "dress ship" — including one reader who asked us to settle an argument after the phenomenon was apparently witnessed during the Queen's Silver Jubilee Review of the Fleet.

Well, here are the pictures to prove it's no conjuring trick — part of the dressing lines DO come from inside the funnel. Britannia is the only ship in the Fleet in which this occurs, and the method eases an evolution which can happen two or three times a day while the Yacht is on royal duty.

On the left, ROs Mick Robson and Colin McBride, inside the funnel, supervise the release of the dressing line, which is hauled at speed by the sailors in the picture on the far right. The result of this ever-impressive spectacle can be seen in the near right picture during a visit by H.M.Y. Britannia to Canada.



Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Tina (16), single, 5ft. 3in., fair hair, blue eyes, Bristol.
 Elaine (21), single, 5ft. 4in., brown hair, green eyes, Nottingham.
 Sue (19), single, 5ft. 5in., brown hair, hazel eyes, Exeter.
 Caroline (19), single, 5ft. 7in., blonde hair, blue eyes, Exeter.
 Debbie (16), single, 5ft. 3in., brown hair, blue eyes, Stockport.
 Heather (17), single, 5ft., brown hair, blue eyes, Kirkcaldy.

Joyce (26), single, 5ft. 6in., one daughter (2), Guernsey.
 Jackie (29), single, 5ft. 4in., brown hair, blue eyes, Gateshead.
 Mari (24), single, 5ft., brown hair, brown eyes, Gateshead.
 Betty (43), widow, fair hair, blue eyes, three children, Plymouth.
 Sheila (33), separated, 5ft. 5in., fair hair, one child (8), London.
 Jill (16), single, 5ft. 8in., brown hair, blue eyes, Fordingbridge, Hants.
 Lorraine (17), single, 5ft. 8in., brown hair, brown eyes, Poole.
 Cheryl (16), single, 5ft. 2in., brown hair, blue eyes, Wimborne.
 Anne (19), single, 5ft. 7in., blonde hair, green eyes, Exeter.
 Anne R. (18), single, 5ft. 2in., brown hair, green eyes, Exeter.
 Lori (20), single, 5ft., brown hair, blue-grey eyes, Dartmouth.
 Linda (17), single, 5ft., brown hair, brown eyes, Derby.
 Lyn (22), single, 5ft. 3in., brown hair, blue eyes, Derby.
 Barbara (21), single, 5ft. 1in., blonde hair, blue eyes, Derby.
 Anne (25), single, 5ft. 5in., blonde hair, blue eyes, slim, two children, Weston-super-Mare.
 Auriol (26), single, 5ft. 5in., brown hair, grey eyes, Ipswich.
 Patricia (15), 5ft. 3in., brown hair, brown eyes, Watford.
 Teresa (16), single, 5ft. 2in., brown hair, green eyes, Watford.
 Mary (27), divorced, 5ft. 5in., brown hair, brown eyes, one daughter (4), Swindon.
 Jenny (17), single, 5ft. 2in., brown hair, grey eyes, Great Wakering, Essex.

Tina (17), single, 5ft. 2in., brown hair, brown eyes, Westcliff-on-Sea.
 Niccy (24), single, 5ft. 5in., blonde hair, blue eyes, Plympton.
 Julia (17), single, 5ft. 3in., brown hair, grey eyes, Wickford, Essex.
 Dorothy (48), separated, 5ft. 6in., brown hair, brown eyes, one son (12), Portsmouth.
 Janet (21), single, 5ft. 7in., fair hair, blue eyes, Barrow-in-Furness.
 Mrs. S. (34), separated, 5ft. 4in., fair hair, one child (9), London.
 Debbie (16), single, 5ft. 5in., blonde hair, blue eyes, Derby.
 June (24), divorced, 5ft. 10in., brown hair, hazel eyes, Hornchurch, Essex.
 Mrs. I. (36), separated, grey eyes, three children, slim, Lincoln.
 Sandra (22), single, 5ft. 10in., brown hair, blue eyes, Hayes, Mddx.
 Theresa (15), 5ft. 5in., brown hair, hazel eyes, Corsham.
 Jean (48), divorced, 5ft. 4in., blonde hair, blue eyes, Milton Keynes.
 Christine (19), single, 5ft. 5in., brown hair, green eyes, Sutton Coldfield.
 Margaret (19), single, 5ft. 4in., dark hair, blue eyes, Sutton Coldfield.
 Anne (40), divorced, 5ft. 1in., blonde hair, blue eyes, Bournemouth.
 Rosemarie (16), single, 5ft. 3in., black hair, brown eyes, Derby.
 Pamela (30), single, 5ft. 2in., auburn hair, grey-green eyes, Bournemouth.
 Carol (16), single, 5ft. 5in., brown hair, blue eyes, Sheffield.
 Jeanette (17), single, brown hair, blue-green eyes, Orpington.
 Betty (49), widow, 5ft. 1in., auburn hair, green eyes, one son (13), Portsmouth.
 Barbara (29), single, 5ft. 4in., blonde hair,

brown eyes, four children, Manchester.
 Sylvia (25), single, 5ft. 2in., dark hair, blue eyes, Portsmouth.
 Lynda (20), single, 5ft. 5in., brown hair, brown eyes, Rochdale.
 Linda (17), single, brown hair, brown eyes, Honiton, Devon.
 Yvonne (16), single, 5ft. 7in., brown hair, blue eyes, Bristol.
 Valerie (35), 5ft. 5in., brown hair, blue eyes, Pinner.
 Denise (23), single, 5ft. 2in., brown hair, blue eyes, London.
 Silvia (21), single, 5ft. 7in., brown hair, blue eyes, Winchester.
 Miss C. (18), single, 5ft. 4in., brown hair, hazel eyes, Stroudbridge.
 Dawn (19), single, 5ft. 7in., brown hair, brown eyes, Birmingham.
 Karen (16), single, 5ft. 5in., brown hair, blue eyes, Derby.
 Valerie (17), single, 5ft. 9in., brown hair, green eyes, Bishopton, Renfrewshire.
 Jane (18), single, 5ft. 1in., brown hair, hazel eyes, Guernsey.
 Linda (21), single, 5ft. 6in., brown hair, blue eyes, London.
 Jean (40), single, 5ft. 6in., auburn hair, brown eyes, Glasgow.
 Karen (18), single, 5ft. 4in., fair hair, blue eyes, Glasgow.
 Cathy (35), separated, 5ft. 3in., blonde hair, brown eyes, slim, one son (8), Northampton.
 Ellen (22), single, 5ft. 2in., brown hair, brown eyes, London.
 Ann (24), single, black hair, grey-green eyes, Plymouth.
 Patricia (28), single, 5ft. 9in., brown hair, green eyes, Plymouth.
 Olga (48), widow, 5ft., fair hair, blue eyes, Norfolk.
 Carol (19), single, 5ft. 7in., brown hair, blue eyes, Bishopton, Renfrewshire.
 Roni (46), divorced, 5ft. 2in., brown hair, grey eyes, Burton-on-Trent.
 Eileen (17), single, 5ft. 3in., brown hair, brown eyes, slim, Hull.
 Maureen (33), separated, 5ft. 5in., dark hair, two sons, Cramlington, Northumberland.
 Caroline (17), single, 5ft. 4in., fair hair, blue eyes, Ballymena.
 Deborah (17), single, 5ft. 4in., blonde hair, green eyes, slim, Swanley, Kent.
 Anne (17), single, 5ft. 2in., brown hair, brown eyes, slim, Swanley.
 Debbie (17), single, 5ft. 3in., brown hair, brown eyes, Chester.
 Marilyn (28), divorced, 5ft. 1in., brown hair, blue eyes, two sons, slim, Swanley.
 Kim (21), single, 5ft. 5in., brown hair, green eyes, Sittingbourne.
 Jacky (35), divorced, 5ft. 2in., dark hair, brown eyes, Bognor Regis.
 Tina (15), 5ft. 1in., fair hair, blue eyes, Thatcham, Berks.
 Mary (24), divorced, 5ft. 7in., brunette, green eyes, slim, one son (5), Romford.
 Jackie (16), single, 5ft. 2in., brown hair, blue eyes, Newport, Isle of Wight.
 Julie (16), single, brown eyes, brown hair, Belfast.
 Sorrell (24), single, 5ft. 3in., blonde hair, blue-grey eyes, West Drayton, Mddx.
 Anna (17), single, 5ft. 4in., brown hair, blue eyes, Coventry.
 Miss W. (24), divorced, 5ft. 6in., brown hair, brown eyes, one daughter, Plymouth.
 Shirley (27), divorced, 5ft. 5in., brunette, slim, one child (3), Bromley.

Nicola (19), single, 5ft. 1in., brown hair, green eyes, Fareham, Hants.
 Stephanie (18), single, 5ft. 7in., brown hair, brown eyes, Brentford, Mddx.
 Alison (48), single, 5ft. 8in., red hair, hazel eyes, Eastbourne.
 Susan (19), single, 5ft. 10in., dark hair, green eyes, Cookham, Berks.
 Lyn (16), single, brown hair, blue-green eyes, slim, Portsmouth.
 Susan (30), divorced, 5ft. 2in., brown hair, hazel eyes, Liverpool.
 Jean (17), single, 5ft. 7in., brown hair, brown eyes, Armagh.
 Wendy (26), divorced, 5ft. 3in., brown hair, brown eyes, Doncaster.
 Janet (36), divorce pending, 4ft. 11in., brown hair, two children, Croydon.
 Marion (45), single, 5ft. 3in., brown hair, brown eyes, Fife.
 Penny (18), single, 5ft. 5in., fair hair, hazel eyes, Stafford.
 Janet (18), single, 5ft. 3in., black hair, brown eyes, Tunbridge Wells.
 Dianne (38), divorce pending, 5ft. 8in., brown eyes, slim, one daughter, Banbury.
 Joyce (45), divorced, 5ft. 2in., brown hair, hazel eyes, two children, Southampton.
 June (41), divorced, 5ft. 7in., brown hair, hazel eyes, four children, Gillingham.
 Teresa (17), single, 5ft. 6in., fair hair, blue eyes, Braintree, Essex.
 Audrey (17), single, 5ft. 3in., brown hair, brown eyes, Torpoint.
 Tricia (16), single, 5ft. 6in., brown hair, brown eyes, Plymouth.

Paula (21), single, 5ft. 4in., brown hair, blue eyes, Newcastle-upon-Tyne.
 Betty (20), single, 5ft. 1in., brown hair, blue eyes, Knottingley, W. Yorks.
 Kim (19), single, 5ft., brown hair, hazel eyes, Nuneaton.
 Daphne (40), divorced, 5ft. 3in., fair hair, blue eyes, Gillingham.
 Geraldine (17), single, 5ft. 3in., fair hair, green eyes, Rushden, Northants.
 Marion (40), divorced, 5ft. 5in., blonde hair, blue eyes, slim, Leigh, Lancs.
 Helena (24), single, 5ft., brown hair, blue eyes, North Watford.
 Alison (19), single, 5ft. 7in., fair hair, blue eyes, Bradford.
 Mrs. D. (34), separated, 5ft. 1in., brown hair, blue eyes, three children, Heywood.
 Linda (27), divorced, 5ft. 2in., blonde hair, brown eyes, Bangor, Gwynedd.
 Louvain (27), divorced, 5ft. 2in., blonde hair, green eyes, Bangor.
 Anne (40), separated, 5ft. 1in., brown hair, blue eyes, Midlothian.
 Andrea (18), single, 5ft. 3in., blonde hair, green eyes, Coventry.
 Tracey (15), 5ft. 1in., auburn hair, brown eyes, Rotherham.
 Irene (56), widow, 5ft. 3in., fair hair, Bridgend.
 Alexandra (15), 5ft. 3in., brown hair, blue eyes, Warrington.
 Pamela (17), single, 5ft. 5in., blonde hair, blue eyes, Armagh.
 Josephine (17), single, 5ft. 4in., brown hair, brown eyes, Malta.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during November.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (16.3.76), 1; LS(EW)LRQ(W) — Dry, 1; PO(M) — Int (5.12.75), Nil; LS(M) — Dry, 8; PO(R) — Int (9.12.75), 3; LS(R) — Dry, 3; PO(S) — Int (10.9.76), Nil; LS(S) — Dry, 13; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(MW) — Int (4.7.75), Nil; LS(MW) — Int (1.11.77), Nil; PO(SR) — Dry, 1; LS(SR) — Int (1.8.77), Nil; POPT — 72; 1; RPO — 208, Nil; RS — 221, Nil; LRO(G) — Int (15.3.77), 1; CY — 276, 5; LRO(T) — Int (7.12.76), 1.

PO(S)(SM) — Int (15.3.77), 3; LS(S)(SM) — Dry, 6; RS(SM) — Int (17.6.75), 1; LRO(SM) — Dry, 4; PO(UW)(SM) — Int (19.8.76), 2; LS(UW)(SM) — Dry, Nil; POMEM — Dry, 13; LMEM — Dry, 29; POMEL — Dry, 13; LCEM — Int (4.10.77), 24; POEEL — Int (24.2.77), 12; LOEM —

Int (2.8.77), 4; POREL — Int (8.10.76), 8; LREM — Int (13.7.77), 3.

POWTR — Int (7.7.75), 4; LWTR — Int (7.10.76), 3; POA — 217, Nil; LSA — Int (24.2.76), 1; POCA — Int (13.9.76), Nil; LCA — Dry, 3; POCK — 325, 3; LCK — Int (21.7.75), 6; POSTD — 274, Nil; LSTD — Int (11.2.77), Nil; POMA — 176, 2; LMA — 158, 5; POAF/POAM(AE) — 96, Nil; LAM(AE) — Int (27.6.75), Nil; POEL(A) — Int (1.2.76), 2; LREM(A) — Int (12.10.76), 1; POEL(AW) — Int (19.3.76), 3; LEM(AW) — Int (13.7.76), 5; POA(AH) — 222, Nil; LA(AH) — Int (1.10.75), 1; POA(SE) — 593, Nil; LA(SE) — Int (14.12.76), 2; POA(PHOT) — 351, Nil; POA(MET) — Int (5.7.75), Nil; POACMN — 150, 2.

POWREN AF(AE) — Int (25.6.75), Nil; LWREN AM — Int (26.6.75), 2; POWREN CK — Int (10.12.76), Nil; LWREN CK — Int (4.3.77), Nil; POWREN DSA — Int (12.9.75), Nil; LWREN DSA — Int (25.6.76), 2; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (1.6.77), Nil; POWREN PHOT — Int (1.2.77), Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — 98, Nil; LWREN R — Int (10.12.75), 3; POWREN RS — Int (16.3.76), 1; LWREN RO — Int (9.12.75), Nil; POWREN STD(G) — Int (26.6.75), Nil; LWREN STD(G) — 95, Nil; POWREN STD(O) — Int (3.8.76), Nil; LWREN STD(O) — Int (14.10.76), 1; POWREN SA — Int (1.9.76), 1; LWREN SA — Int (8.12.76), 2; POWREN TSA — 265, Nil; LWREN TSA — 145, Nil; POWREN WA — Int (5.3.76), Nil; LWREN WA — 75, Nil; POWREN WTR(G) — Int (22.3.76), 2; LWREN WTR(G) — Int (21.10.75), 4; POWREN WTR(P) — Int (26.6.75), Nil; LWREN WTR(P) — Int (21.10.75), 1; LWREN WTR(S) — Int (18.10.77), 1; POWREN DH — Int (6.5.77), 2.

Promotions

Authorizations for promotion to the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)
 To CPO (M) — J. Stafford (Cambridge).
 To CPO (R) — P. N. Rope (Dryad), M. R. Tuttle (Scimitar).
 To CPO (S) — R. Sampson (Leander), R. H. Barrow (Raleigh).
 To CPO(D) — E. S. Morrison (Breton).
 To CPO(MW) — D. G. Ridley (Sussex RNR).

OPERATIONS BRANCH (COMMUNICATIONS)
 To CCY — D. M. Mackay (NLONI), G. M. Smith (Mercury), H. I. Axton (Mercury), D. Jackson (Rooke).

WEAPONS ELECTRICAL
 To COEL — E. T. M. Waloch (Collingwood).
 To CREL — C. C. P. Chennell (Britannia), B. Derry (Falmouth), A. E. Barnwell (Collingwood).
 To ACOEMN — K. Todd (Courageous).

MARINE ENGINEERING

To CMEM — J. Langthorp (Hecla), T. Roberts (SMA Portsmouth), K. W. Halesworth (Intrepid), W. G. Thomas (Excellent), J. S. Brown (Rosyth FMG STA), M. K. Lanchberry (Jupiter), P. W. Hobbs (Hardy), G. Tucker (Dolphin SM School), G. Gray (Neptune), G. C. Percival (Brighton), C. P. Hartley (Cleopatra), P. E. Nash (Dolphin SM School), G. R. Heather (Dolphin SM School), A. D. Edghill (Blake).

To ACMEA(H) — J. R. Woods (Pembroke), T. M. Holder (Fisgard), J. E. Holt (Active), D. Peggie (Cochrane).

To ACMEA(P) — P. T. Franklin (Daedalus), P. Oliver (Churchill), P. S. Thomas (Raleigh).

FLEET AIR ARM

To CPOA(SE) — J. R. Corbett (Daedalus).
 To CPO (PHOT) — E. Thompson (Dolphin, FOSM).

To CAF (AE) — M. C. H. Collins (Osprey), I. K. G. Sherriff (845 Squadron).

To ACAA(AE) — P. A. Lyon (Leuchars), E. Waddon (Osprey), B. L. Toney (Daedalus).

Warminster School keeps the family together ...

Uninterrupted education for the children together is hard to find. Warminster School takes both boys and girls from 5-18 years, day pupils and boarders, so is able to keep the family together through GCE and right up to University entrance. A happy arrangement — especially for parents who live abroad.

For full information from: Lt. Cdr. E. J. Trounsor, R.N. (Retd.), The Bursar, Warminster School, Warminster, Wiltshire. Tel.: Warminster 213358.

Don't gamble with your future

Join us at Stevenage

If your Service career has equipped you with the kind of skills and experience we need at British Aerospace Stevenage, we can make the transition to civilian life simple, safe and secure for you. Many of our employees are ex-Service personnel, so we have a lot of experience which can be used to smooth the way for you.

We can help you to line up the right job, the right place to live, and the right kind of security for you and your family well before your ROD. We can also show you how your resettlement period can be used to give you time to adjust to a civilian environment.

The facilities we offer — both at work and in terms of sports and social amenities — are similar to those you have known in the Service. What's more, we talk your language. Don't gamble with your future — complete the form below and find out just how much we can help you.

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Systems Control **HF/VHF/UHF/SHF Communications**
Specification Testing **Guided Weapon Systems**
Logistics/Spares **Functional Test**
Instructors (Electronic) **Field Trials**
Base Workshop Repair (2nd/3rd Line) **Computers**

BRITISH AEROSPACE DYNAMICS GROUP, STEVENAGE - DATA SLIP

Name _____ Trade _____
 Service rank _____
 Address _____
 Age _____ Married/Single _____ Release date _____
 Qualifications _____
 Residential status — Buying/Renting/Undecided _____
 Type of job desired _____
 Are you willing to work overseas? _____
 What salary do you hope for? _____

Ref. D270 Personnel & Training Dept., British Aerospace Dynamics Group, Six Hills Way, Stevenage, Herts. SG1 2DA.

BRITISH AEROSPACE
DYNAMICS GROUP

ELECTRONIC INVESTIGATION ENGINEER

for defect investigation work on guided weapons and allied equipment. The post, which is open to both men and women, will also involve the preparation of defect reports or more precisely, reporting on the results of investigations, the conclusions to be drawn and on recommendations for preventative action.

Applicants must have a sound, in depth, knowledge of electronics and experience of fault finding on complex equipment. They will also need a good command of the language with the ability to draw up reports clearly and accurately.

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Please write with concise details of experience and age to:

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HAWKER SIDDELEY DYNAMICS LIMITED
 Manor Road
 Hatfield
 Telephone Hatfield 62300, ext. 338.

HAWKER SIDDELEY
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BRITISH AEROSPACE Company

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Tina (16), single, 5ft. 3in., fair hair, blue eyes, Bristol.
Elaine (21), single, 5ft. 4in., brown hair, green eyes, Nottingham.
Sue (19), single, 5ft. 5in., brown hair, hazel eyes, Exeter.
Caroline (19), single, 5ft. 7in., blonde hair, blue eyes, Exeter.
Debbie (16), single, 5ft. 3in., brown hair, blue eyes, Stockport.
Heather (17), single, 5ft., brown hair, blue eyes, Kirkcaldy.

Joyce (26), single, 5ft. 6in., one daughter (2), Guernsey.
Jackie (29), single, 5ft. 4in., brown hair, blue eyes, Gateshead.
Mari (24), single, 5ft., brown hair, brown eyes, Gateshead.
Betty (43), widow, fair hair, blue eyes, three children, Plymouth.
Sheila (33), separated, 5ft. 5in., fair hair, one child (8), London.
Jill (16), single, 5ft. 8in., brown hair, blue eyes, Fordingbridge, Hants.
Lorraine (17), single, 5ft. 8in., brown hair, brown eyes, Poole.
Cheryl (16), single, 5ft. 2in., brown hair, blue eyes, Wimborne.
Anne (19), single, 5ft. 7in., blonde hair, green eyes, Exeter.
Anne R. (18), single, 5ft. 2in., brown hair, green eyes, Exeter.
Lori (20), single, 5ft., brown hair, blue-grey eyes, Dartmouth.
Linda (17), single, 5ft., brown hair, brown eyes, Derby.
Lyn (22), single, 5ft. 3in., brown hair, blue eyes, Derby.
Barbara (21), single, 5ft. 1in., blonde hair, blue eyes, Derby.
Anne (25), single, 5ft. 5in., blonde hair, blue eyes, slim, two children, Weston-super-Mare.
Aurion (26), single, 5ft. 5in., brown hair, grey eyes, Ipswich.
Patricia (15), 5ft. 3in., brown hair, brown eyes, Watford.
Teresa (16), single, 5ft. 2in., brown hair, green eyes, Watford.
Mary (27), divorced, 5ft. 5in., brown hair, brown eyes, one daughter (4), Swindon.
Jenny (17), single, 5ft. 2in., brown hair, grey eyes, Great Woking, Essex.

Tina (17), single, 5ft. 2in., brown hair, brown eyes, Westcliff-on-Sea.
Niccy (24), single, 5ft. 5in., blonde hair, blue eyes, Plympton.
Julia (17), single, 5ft. 3in., brown hair, grey eyes, Wickford, Essex.
Dorothy (48), separated, 5ft. 6in., brown hair, brown eyes, one son (12), Portsmouth.
Janet (21), single, 5ft. 7in., fair hair, blue eyes, Barrow-in-Furness.
Mrs. S. (34), separated, 5ft. 4in., fair hair, one child (9), London.
Debbie (16), single, 5ft. 5in., blonde hair, blue eyes, Derby.
June (24), divorced, 5ft. 10in., brown hair, hazel eyes, Hornchurch, Essex.
Mrs. I. (36), separated, grey eyes, three children, slim, Lincoln.
Sandra (22), single, 5ft. 10in., brown hair, blue eyes, Hayes, Mddx.
Theresa (15), 5ft. 5in., brown hair, hazel eyes, Corsham.
Jean (48), divorced, 5ft. 4in., blonde hair, blue eyes, Corsham.
Christine (19), single, 5ft. 5in., brown hair, green eyes, Milton Keynes.
Margaret (19), single, 5ft. 4in., dark hair, blue eyes, Sutton Coldfield.
Anne (40), divorced, 5ft. 1in., blonde hair, blue eyes, two children, Aldershot.
Rosemarie (16), single, 5ft. 3in., black hair, brown eyes, Derby.
Pamela (30), single, 5ft. 2in., auburn hair, grey-green eyes, Bournemouth.
Carol (16), single, 5ft. 5in., brown hair, blue eyes, Sheffield.
Jeanette (17), single, brown hair, blue-green eyes, Orpington.
Betty (49), widow, 5ft. 1in., auburn hair, green eyes, one son (13), Portsmouth.
Barbara (29), single, 5ft. 4in., blonde hair,

brown eyes, four children, Manchester.
Sylvia (25), single, 5ft. 2in., dark hair, blue eyes, Portsmouth.
Lynda (20), single, 5ft. 5in., brown hair, brown eyes, Rochdale.
Linda (17), single, brown hair, brown eyes, Honiton, Devon.
Yvonne (16), single, 5ft. 7in., brown hair, blue eyes, Bristol.
Valerie (35), 5ft. 5in., brown hair, blue eyes, Pinner.
Denise (23), single, 5ft. 2in., brown hair, blue eyes, London.
Silvia (21), single, 5ft. 7in., brown hair, blue eyes, Winchester.
Miss C. (18), single, 5ft. 4in., brown hair, hazel eyes, Stroud.
Dawn (19), single, 5ft. 7in., brown hair, brown eyes, Birmingham.
Karen (16), single, 5ft. 5in., brown hair, blue eyes, Derby.
Valerie (17), single, 5ft. 9in., brown hair, green eyes, Bishopton, Renfrewshire.
Jane (18), single, 5ft. 1in., brown hair, hazel eyes, Guernsey.
Linda (21), single, 5ft. 6in., brown hair, blue eyes, London.
Jean (40), single, 5ft. 6in., auburn hair, brown eyes, Glasgow.
Karen (18), single, 5ft. 4in., fair hair, blue eyes, Glasgow.
Cathy (35), separated, 5ft. 3in., blonde hair, brown eyes, slim, one son (8), Northampton.
Ellen (22), single, 5ft. 2in., brown hair, brown eyes, London.
Ann (24), single, black hair, grey-green eyes, London.
Patricia (28), single, 5ft. 9in., brown hair, green eyes, Plymouth.
Olga (48), widow, 5ft., fair hair, blue eyes, Norfolk.
Carol (19), single, 5ft. 7in., brown hair, blue eyes, Bishopton, Renfrewshire.
Roni (46), divorced, 5ft. 2in., brown hair, grey eyes, Burton-on-Trent.
Eileen (17), single, 5ft. 3in., brown hair, brown eyes, slim, Hull.
Maureen (33), separated, 5ft. 5in., dark hair, two sons, Crumlington, Northumberland.
Caroline (17), single, 5ft. 4in., fair hair, blue eyes, Ballymena.
Deborah (17), single, 5ft. 4in., blonde hair, green eyes, slim, Swansley, Kent.
Anne (17), single, 5ft. 2in., brown hair, brown eyes, slim, Swansley.
Debbie (17), single, 5ft. 3in., brown hair, brown eyes, Chester.
Marilyn (28), divorced, 5ft. 1in., brown hair, blue eyes, two sons, slim, Swansley.
Kim (21), single, 5ft. 5in., brown hair, green eyes, Sittingbourne.
Jacky (35), divorced, 5ft. 2in., dark hair, brown eyes, Bognor Regis.
Tina (15), 5ft. 1in., fair hair, blue eyes, Thatcham, Berks.
Mary (24), divorced, 5ft. 7in., brunettd, green eyes, slim, one son (5), Romford.
Jackie (16), single, 5ft. 2in., brown hair, blue eyes, Newport, Isle of Wight.
Julie (16), single, brown eyes, brown hair, Belfast.
Sorrell (24), single, 5ft. 3in., blonde hair, blue-grey eyes, West Drayton, Mddx.
Anna (17), single, 5ft. 4in., brown hair, blue eyes, Coventry.
Miss W. (24), divorced, 5ft. 6in., brown hair, brown eyes, one daughter, Plymouth.
Shirley (27), divorced, 5ft. 5in., brunette, slim, one child (3), Bromley.

Nicola (19), single, 5ft. 1in., brown hair, green eyes, Fareham, Hants.
Stephanie (18), single, 5ft. 7in., brown hair, brown eyes, Brentford, Mddx.
Allison (48), single, 5ft. 8in., red hair, hazel eyes, Eastbourne.
Susan (19), single, 5ft. 10in., dark hair, green eyes, Cookham, Berks.
Lyn (16), single, brown hair, blue-green eyes, slim, Portsmouth.
Susan (30), divorced, 5ft. 2in., brown hair, hazel eyes, Liverpool.
Jean (17), single, 5ft. 7in., brown hair, brown eyes, Armagh.
Wendy (26), divorced, 5ft. 3in., brown hair, brown eyes, Doncaster.
Janet (36), divorce pending, 4ft. 11in., brown hair, two children, Croydon.
Marion (45), single, 5ft. 3in., brown hair, brown eyes, Fife.
Penny (18), single, 5ft. 5in., fair hair, hazel eyes, Stafford.
Janet (18), single, 5ft. 3in., black hair, brown eyes, Tunbridge Wells.
Diane (38), divorce pending, 5ft. 8in., brown eyes, slim, one daughter, Banbury.
Joyce (45), divorced, 5ft. 2in., brown hair, hazel eyes, four children, Southampton.
June (41), divorced, 5ft. 7in., brown hair, hazel eyes, four children, Gillingham.
Teresa (17), single, 5ft. 6in., fair hair, blue eyes, Braintree, Essex.
Audrey (17), single, 5ft. 3in., brown hair, brown eyes, Torpoint.
Tricia (16), single, 5ft. 6in., brown hair, brown eyes, Plymouth.

Paula (21), single, 5ft. 4in., brown hair, blue eyes, Newcastle-upon-Tyne.
Betty (20), single, 5ft. 1in., brown hair, blue eyes, Knottingley, W. Yorks.
Kim (19), single, 5ft., brown hair, hazel eyes, Nuneaton.
Daphne (40), divorced, 5ft. 3in., fair hair, blue eyes, Gillingham.
Geraldine (17), single, 5ft. 3in., fair hair, green eyes, Rushden, Northants.
Marion (40), divorced, 5ft. 5in., blonde hair, blue eyes, slim, Leigh, Lancs.
Helena (24), single, 5ft., brown hair, blue eyes, North Watford.
Allison (19), single, 5ft. 7in., fair hair, blue eyes, Bradford.
Mrs. D. (34), separated, 5ft. 1in., brown hair, blue eyes, three children, Heywood.
Linda (27), divorced, 5ft. 2in., blonde hair, brown eyes, Bangor, Gwynedd.
Louvan (27), divorced, 5ft. 2in., blonde hair, green eyes, Bangor.
Anne (40), separated, 5ft. 1in., brown hair, blue eyes, Midlothian.
Andrea (18), single, 5ft. 3in., blonde hair, green eyes, Coventry.
Tracey (15), 5ft. 1in., auburn hair, brown eyes, Rotherham.
Irene (56), widow, 5ft. 3in., fair hair, Bridgend.
Alexandra (15), 5ft. 3in., brown hair, blue eyes, Warrington.
Pamela (17), single, 5ft. 5in., blonde hair, blue eyes, Armagh.
Josephine (17), single, 5ft. 4in., brown hair, brown eyes, Malta.

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men. The number following the points (or basic date) is the number of men who have been advanced during November.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D HYG, and OA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (16.3.76), 1; LS(EW)LRQ(W) — Dry, 1; PO(M) — Int (5.12.75), Nil; LS(M) — Dry, 8; PO(R) — Int (9.12.75), 3; LS(R) — Dry, 3; PO(S) — Int (10.9.76), Nil; LS(S) — Dry, 13; PO(D) — Dry, Nil; LS(D) — Dry, 2; PO(MW) — Int (4.7.75), Nil; LS(MW) — Int (1.11.77), Nil; PO(SR) — Dry, 1; LS(SR) — Int (1.8.77), Nil; POPT — 72, 1; RPO — 208, Nil; RS — 221, Nil; LRO(G) — Int (15.3.77), 1; CY — 276, 5; LRO(T) — Int (7.12.76), 1.

PO(S)SM — Int (15.3.77), 3; LS(S)SM — Dry, 6; RS(SM) — Int (17.6.75), 1; LRO(SM) — Dry, 4; PO(UW)SM — Int (19.8.76), 2; LS(UW)SM — Dry, Nil; POMEM — Dry, 13; LMEM — Dry, 29; POCEL — Dry, 13; LCEM — Int (4.10.77), 24; POEL — Int (24.2.77), 12; LOEM — Int (2.8.77), 4; POEL — Int (8.10.76), 8; LREM — Int (13.7.77), 3.

POWTR — Int (7.7.75), 4; LWTR — Int (7.10.76), 3; POSA — 217, Nil; LSA — Int (24.2.76), 1; POCA — Int (13.9.76), Nil; LCA — Dry, 3; POCK — 325, 3; LCK — Int (21.7.75), 6; POSTD — 274, Nil; LSTD — Int (11.2.77), Nil; POMA — 176, 2; LMA — 158, 5; POAF/POAM(AE) — 96, Nil; LAM(AE) — Int (27.6.75), Nil; POEL(A) — 165, Nil; LEM(A) — 69, Nil; POEL(A) — Int (1.2.76), 2; LREM(A) — Int (12.10.76), 1; POEL(AW) — Int (19.3.76), 3; LEM(AW) — Int (13.7.76), 5; PO(AH) — 222, Nil; LA(AH) — Int (1.10.75), 1; PO(AE) — 593, Nil; LA(SE) — Int (14.12.76), 2; POA(PHOT) — 351, Nil; POAMET — Int (5.7.75), Nil; POACMN — 150, 2.

POWREN AF(AE) — Int (25.6.75), Nil; LWREN AM — Int (26.6.75), 2; POWREN CK — Int (10.12.76), Nil; LWREN CK — Int (4.3.77), Nil; POWREN DSA — Int (12.9.75), Nil; LWREN DSA — Int (25.6.76), 2; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (1.6.77), Nil; POWREN PHOT — Int (1.2.77), Nil; LWREN PHOT — Int (7.10.75), 1; POWREN R — 98, Nil; LWREN R — Int (10.12.75), 3; POWREN RS — Int (16.3.76), 1; LWREN RO — Int (9.12.75), Nil; POWREN STD(G) — Int (26.6.75), Nil; LWREN STD(G) — 95, Nil; POWREN STD(O) — Int (3.8.76), Nil; LWREN STD(O) — Int (14.10.76), 1; POWREN SA — Int (1.9.76), 1; LWREN SA — Int (8.12.76), 2; POWREN TSA — 265, Nil; LWREN TSA — 145, Nil; POWREN WA — Int (5.3.76), Nil; LWREN WA — 75, Nil; POWREN WTR(G) — Int (22.3.76), 2; LWREN WTR(G) — Int (21.10.75), 4; POWREN WTR(P) — Int (26.6.75), Nil; LWREN WTR(P) — Int (21.10.75), 1; LWREN WTR(S) — Int (18.10.77), 1; POWREN DH — Int (6.5.77), 2.

Promotions

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To CPO (M) — J. Stafford (Cambridge).
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To CPO (MW) — D. G. Ridley (Sussex RNR).

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To CCY — D. M. Mackay (NLONI), G. M. Smith (Mercury), H. I. Axton (Mercury), D. Jackson (Rooke).

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To ACMEA(P) — P. T. Franklin (Daedalus), P. Oliver (Churchill), P. S. Thomas (Raleigh).

FLEET AIR ARM

To CPOA (SE) — J. R. Corbett (Daedalus).
To CPO (PHOT) — E. Thompson (Dolphin, FOSM).

To CAF (AE) — M. C. H. Collins (Osprey), I. K. G. Sherriff (845 Squadron).

To ACA(AE) — P. A. Lyon (Leuchars), E. Waddon (Osprey), B. L. Toney (Daedalus).

Warminster School keeps the family together...

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For full information from: Lt. Cdr. E. J. Tronson R.N. (Retd.), The Bursar, Warminster School, Warminster, Wiltshire. Tel.: Warminster 213358.

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If your Service career has equipped you with the kind of skills and experience we need at British Aerospace Stevenage, we can make the transition to civilian life simple, safe and secure for you. Many of our employees are ex-Service personnel, so we have a lot of experience which can be used to smooth the way for you.

We can help you to line up the right job, the right place to live, and the right kind of security for you and your family well before your ROD. We can also show you how your resettlement period can be used to give you time to adjust to a civilian environment.

The facilities we offer — both at work and in terms of sports and social amenities — are similar to those you have known in the Service. What's more, we talk your language. Don't gamble with your future — complete the form below and find out just how much we can help you.

If you are currently involved in any of the following, we want to hear from you.

Radar **Servicing Manual Writing/Authorship**
Systems Control **HF/VHF/UHF/SHF Communications**
Specification Testing **Guided Weapon Systems**
Logistics/Spares **Functional Test**
Instructors (Electronic) **Field Trials**
Base Workshop Repair (2nd/3rd Line) **Computers**

BRITISH AEROSPACE DYNAMICS GROUP, STEVENAGE - DATA SLIP

Name _____
Service rank _____ Trade _____
Address _____
Age _____ Married/Single _____ Release date _____
Qualifications _____
Residential status — Buying/Renting/Undecided _____
Type of job desired _____
Are you willing to work overseas? _____
What salary do you hope for? _____

Ref. D270 Personnel & Training Dept., British Aerospace Dynamics Group,
Six Hills Way, Stevenage, Herts. SG1 2DA.

BRITISH AEROSPACE
DYNAMICS GROUP

ELECTRONIC INVESTIGATION ENGINEER

for defect investigation work on guided weapons and allied equipment. The post, which is open to both men and women, will also involve the preparation of defect reports or more precisely, reporting on the results of investigations, the conclusions to be drawn and on recommendations for preventative action.

Applicants must have a sound, in depth, knowledge of electronics and experience of fault finding on complex equipment. They will also need a good command of the language with the ability to draw up reports clearly and accurately.

Generous relocation allowances are available in appropriate cases.

Please write with concise details of experience and age to:

The Personnel Manager
HAWKER SIDDELEY DYNAMICS LIMITED
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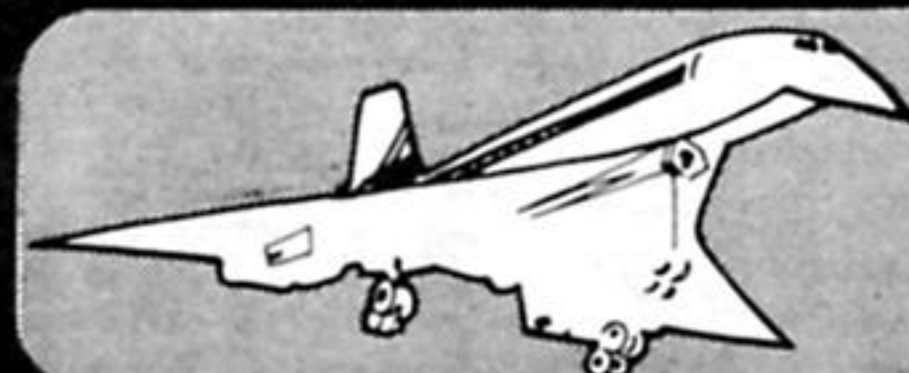
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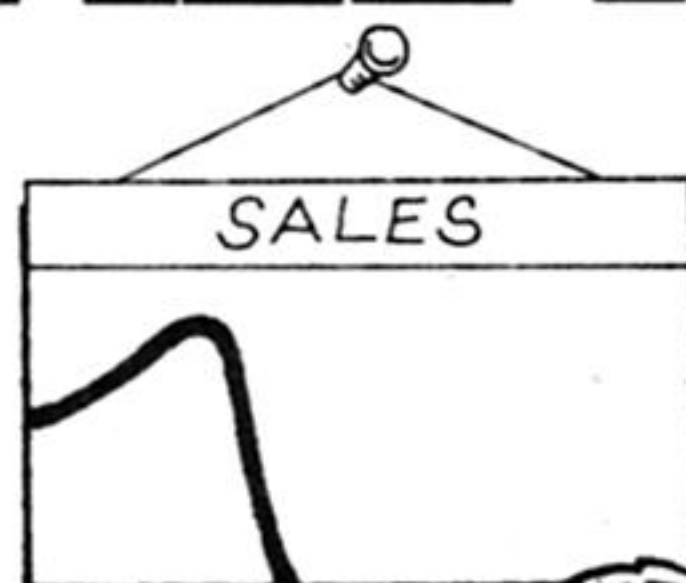
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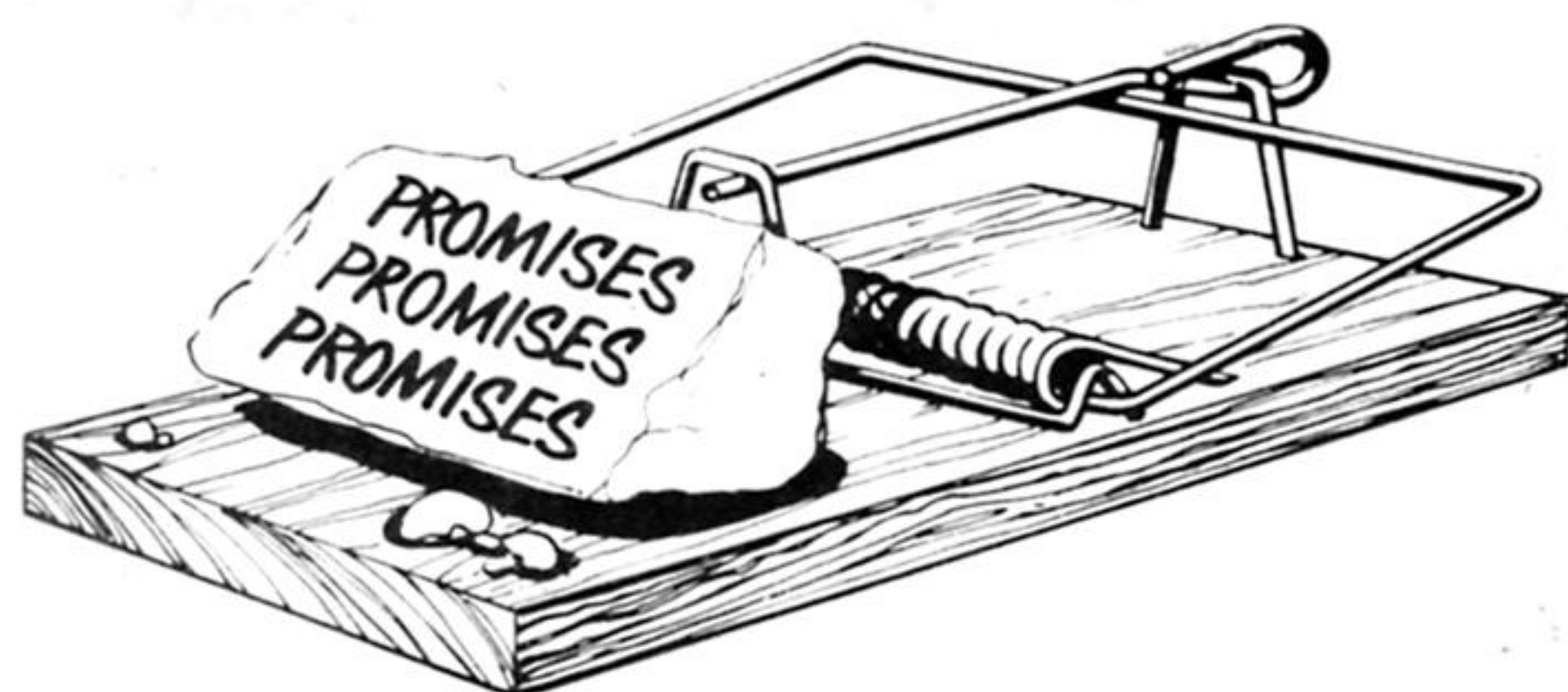
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SPORT

Adventure is fifth after two legs

Falling winds in the Tasman Sea firmly slammed the door on Adventure's chances of a fast finish to the second leg of the Whitbread Round - the - World yacht race.

After lying second on handicap for much of the voyage from Cape Town to Auckland, the joint Service boat had cruel luck when only hours from the finish line.

As the fleet sailed in Indian file up to the Tasman Sea and round the North Cape to Auckland, the wind suddenly died - to the great advantage of those already in port.

Adventure, just 90 miles away from the finishing line, lost 13 frustrating hours that saw her handicap position drop from a possible second to a disappointing sixth.

After two legs, her overall handicap position is fifth.

THIRD LEG

The 7,400-mile third leg to Rio de Janeiro started from Auckland on Boxing Day. Lieut.-Cdr. Ian Bailey-Willmot was at the helm, commanding a nine-man crew that included five fellow members of the Royal Navy.

Adventure was reported to be in excellent shape for the third leg, which is expected to be somewhat slower than the Cape Town-Auckland trip.

Similar winds are expected until Cape Horn is reached two thirds of the way to Rio. Progress thereafter is likely to be more sedate.

A newcomer to the fleet at Auckland was famous French yachtsman Eric Taberly in his 74ft. ketch Penduick VI. His is the third biggest boat in the race after Heath's Condor and Great Britain II.

Meanwhile, Staff Sgt. David Leslie's second leg crew flew back to Britain just in time for Christmas. Before they left Auckland they had ample time to pass on to the new team experience gained since Cape Town.

Biathlon team second

The Royal Navy biathlon team produced its best result at the national championships at Crystal Palace last month to finish second in the team event.

Just 299 points separated the Navy A side from the eventual winners, the Royal Air Force. Third were Beckenham. The results reflected the effort put into training by the Navy biathletes.

SIXTH

MNE Chris Nesbitt of the B team did extremely well to finish sixth overall in the individual competition. Other good performances included a personal best swim by MEM Danny Boon, and the third fastest run of the day by REA App Steve Reynolds.

The other athletes in the Navy teams were POPT Tim Keneally, SEA Mike Flaherty, and PMT Pat Dunleavy.



Pictured here are the ten men now sailing Adventure to Rio de Janeiro on leg three of the Whitbread Round - the - World yacht race. Back row (left to right) are Lieut. Philip Walters (819 Naval Air Squadron); Flight-Lieut. Ian Miskelly, R.A.F.; Capt. John Rainer, R.E.; CPO John Kay (Joint Service Sailing Centre); Capt. John Moore, RAEC; and Capt. Ashley Menton, R.A. Front row, CPO John Giblett (JSSC); CPO Pony Moore (H.M.S. Defiance); Lieut.-Cdr. Ian Bailey-Willmot, the SKIPPER; AND Lieut. Nigel Chambers (H.M.S. Superb).

Picture: LA(Phot) G. H. Ford

CENTURION'S CLEAN SWEEP

It is unusual for an establishment with as few golfers as H.M.S. Centurion to make almost a clean sweep of Portsmouth Command golfing trophies, but this was Centurion's achievement in 1977, writes John Weekes.

H.M.S. Mercury won the foursomes and Centurion the rest. CPO Mike Skyrme, Lieut.-Cdr. Roger Greenwood and CPO John Kinghorn formed the backbone of the team, and also won all the major individual trophies.

As well as the stroke play championship, Centurion also won the Inter-Establishment match play league final against H.M.S. Collingwood. This success was achieved with some assistance from Cdr. Bill Daniels and your Navy News correspondent.

Sad to say, these achievements are unlikely to be repeated in 1978 as most of the team are leaving Centurion.

Golf structure to change

Golf in the Service is to be separated from the R.N. Golfing Society. The Society will, however, continue to have membership open to serving and retired officers and ratings.

Royal Navy golf is to be supported in future by a grant from the Sports Control Board. This will be paid to the Golfing Society, whose funds may be used as a back-up to the grant should this be necessary, but who will account for Navy golf and RNGS expenditure separately.

Sea angling championships

Drumfork Sea Angling Club and H.M.S. Caledonia took the top prizes in the Inter-Service shore angling championships at the Gareloch. It was the first time the event had been held away from the South Coast, and was organized by H.M.S. Neptune and the Drumfork club.

More than 30 teams from the R.A.F. and Naval establishments all over the country took part in the event.

Intrepid defies odds to win Charity Cup

H.M.S. Intrepid defied the odds to beat H.M.S. Excellent in the final of the U.S. League Charity Cup at Whale Island. It was the first time a ship had won the trophy in ten years.

The Intrepid won 4-3 on penalties after a goalless 90 minutes and extra time. When the Intrepid entered the competition she was in "preservation by operation" and had a ship's company of only 86. Not surprisingly, her chances of winning the competition were not highly rated.

One hero for the ship was the goalkeeper, Lieut. Michael Turnbull. He made several fine saves, including two of the deciding five penalties. Excellent dominated for long periods, but could not convert their superiority into goals.

Solent RNR on target

Solent Division of the Royal Naval Reserve has experienced a particularly successful shooting season. Highlight was the winning of the Cock of the Fleet trophy at the annual Bisley meeting of the R.N.R. Rifle Association.

Other trophies won by Solent Division at Bisley included the Duke of Westminster Challenge Cup (service rifle), Chambre Trophy (service rifle tyro pairs), Turtle Trophy (tyro aggregate), Graham Challenge Cup (target rifle), and the Thames Challenge Cup (S.M.G.).

More success followed at the London and Middlesex Rifle Association Service Meeting in the face of stern competition. Solent Division won the H.M.S. President Cup and Parnell Challenge Cup. Surgeon-Cdr. R. Woodside R.N.R. won the Elizabethan Bowl, and Lieut.-Cdr. R. C. Prowling R.N.R. won the Kit Kat Challenge Cup and Silver Jewel.



'Potting' practice



H.M.S. Centurion's highly successful golf team gets in some "potting" practice. From left to right are Lieut.-Cdr. John Weekes, CPOWTR Mike Skyrme, Cdr. Bill Daniels, CPOWTR John Kinghorn and (inset) Lieut.-Cdr. Roger Greenwood.

SPORT

England call up R.N. trio

Three Royal Navy boxers wear England vests against France in London's Royal Lancaster Hotel on January 30. It is the biggest naval boxing call up ever and reflects the high standard of the sport in the Navy.

The trio is AB Wayne Green (H.M.S. Ajax), AB Tommy Taylor (H.M.S. Vernon), and newcomer Terry Marsh, a recruit Marine in training at CTCRM Lymington. In addition, AB Nick Croombes (H.M.S. Collingwood) has been chosen as a reserve.

Marsh has already won Young England honours and reached the lightweight semi-finals in last year's A.B.A. championships. He was beaten by George Gilbody, the eventual winner.

AB Green's first England action was seen by millions of television viewers last month. He survived a furious first round battering from Rumania's European Under-21 light-welterweight champion Hajnol, but after three rounds looked to have done rather better than lose on a majority decision.

UNBEATEN

The Navy squad meanwhile remains unbeaten after completing its pre-Christmas programme with wins over North-West Counties at Barrow-in-Furness and London A.B.A. North East Division at the Bloomsbury Centre.

SEA Trevor Hopkinson (Vernon) celebrated his first Navy vest with a brilliant display during the 4-2 win at Barrow. His unanimous points victory over a rated middleweight opponent earned high praise from Navy coach PO Mick Shone.

MNE Andy Gill (40 CDO) notched up his first win of the season. AB Mick Garrity (Intrepid) won although below his best, and AB Taylor forsook his crash-bang-wallopp style to box a Scotland squadman to defeat in two rounds.

MEM Ray Cox (Osprey) was awarded the best loser's trophy by Wally Thom, the former British and Commonwealth champion and international referee.

CUT EYE

A cut eye stopped AB Croombes when he was well ahead of England international Kevin Williams. The cut is on

the mend and PO Shone rates Croombes an outstanding A.B.A. prospect this year.

Navy winners in the 5-3 victory against London North East Division were AB Green, MNE Gill, CEM Mick Chance (Defiance), MNE Steve Taylor (42 CDO), and new vest MNE Dennis Roberts (40 CDO).

Busy times lie ahead for the boxing squad. The R.N. championships at H.M.S. Nelson on January 17-18 provide the first rung on the 1978 A.B.A. ladder, and February sees the Army and R.A.F. matches. The Army encounter is at Aldershot on February 2, just three days after that important England engagement for three of PO Shone's brightest stars.

Pictured with the Royal Marines open boxing trophy which they won at the Corps championships at Lymington are members of the 40 Commando team. From left to right are Marines Dave Roberts, Andy Gill, Ronnie Young and Alan Price. All four are members of the Navy senior squad for the Inter-Service tournament.

Volleyball judges get England job

Royal Navy Volleyball Association officials were in action at the England v. Norway international at Milton Keynes last month.



Galatea win makes Navy Cup history

H.M.S. Galatea's successful hockey team, pictured below, made history when they beat H.M.S. Collingwood in the final of the Navy Cup. No ship had previously won the competition since its inception in 1955.

The cup triumph ends a marvellous season for the Galatea team. They have won four other competitions, including the Plymouth Command and Fleet six-a-side tournaments and last year's Mid-ships competition.

The Galatea began their cup run by beating H.M.S. Berwick 8-1, H.M.S. Defiance 12-0,

HOCKEY

and R.M. Logistics Regiment 7-1. This took them to the Plymouth Area final, where they beat RNEC Manadon 5-3.

The game went to extra time and was eventually decided on penalty flicks. Manadon were probably most people's favourites for the Navy Cup.

SEMI-FINAL

Cup-holders H.M.S. Neptune were beaten 1-0 in the semi-final proper, while Collingwood booked their appearance in the final by beating H.M.S. Nelson 1-0.

The final was an entertaining game played at Portsmouth. Galatea opened the scoring after ten minutes, and added to their lead from a penalty flick shortly after half-time. Collingwood pegged a goal back, Galatea replied with a second penalty flick, and Collingwood scored again in the dying seconds to produce a final score of 3-2 to Galatea.

Neptune XV win cup

H.M.S. Neptune won the Navy Knock-out Rugby Cup by beating H.M.S. Sultan in the 1977 final at Faslane, writes Mike Vernon.

Neptune, beaten finalists in 1972, won by an unconverted try to a penalty goal. It was Sultan's first appearance in the final of the competition.

The run-up to the Inter-Service matches at Twickenham starts in earnest this month with matches against Bath on the 11th, Cornwall on the 18th, and Bristol on the 24th. The Bath and Bristol matches are away, and the Cornwall game takes place at Devonport. All three are evening kick-offs.

Navy matches against the Army and Air Force are on March 4 and 25. May 1 encourage secretaries to organize coach trips to Twickenham, for which block bookings for junior ratings are available at reduced prices.

Official table tennis

Table tennis in the Navy has had a shot in the arm with the formation of an official association. The game already has official recognition in the other two Services.

The decision to form an R.N. Table Tennis Association follows the success of Navy players at the Inter-Service championships, and wide support for the sport throughout the Navy.

SECRETARY

Secretary is Lieut. T. P. Ward, H.M.S. Collingwood (telephone Portsmouth Naval Base extension 85562).

Inter-Command and Navy table tennis championships will be held during March.

Squash win for Air, Scotland

Air and Scotland won the R.N. women's inter-group squash championships held at Portsmouth. The hosts were second, and R.M., Plymouth and Medway third. Individual honours went to First Officer J. McColl (R.N. College Greenwich), with LWren Ethel MacMahon (H.M.S. Heron) the runner-up.

The plate winner was PO Wren V. Bell (H.M.S. Neptune), and runner-up PO Wren J. Newell (H.M.S. Nelson).

WHEN, WHAT AND WHERE

JANUARY

- 6 — Sailing: RNSA annual meeting, prizegiving and reunion (Earls Court); Squash: RN v Civil Service (RNC Greenwich).
- 7-8 — Hockey: RN v Loughborough Leicestershire (Loughborough).
- 11 — Hockey: Combined Services U21 Trial (Aldershot); Soccer: RN v AFA — 1415 (Chatham, TBC); Rugby: RN v Bath — 1915 (Bath); Squash: RN v Sussex (Chichester).
- 13-21 — Fencing: RN Coaches / Officials Prof. Course (Portsmouth).
- 14 — Swimming: RN v Hants/Surrey Clubs (HMS Temeraire); Hockey: RN v Reading (Reading); Rugby: US Portsmouth v Nottingham (USSC Portsmouth); Rugby: U19 RN v Devon Colts (Yeovilton).

- 14-15 — Kayak: River Dee Race 3 (N. Wales).
- 13-15 — Athletics: Coaching Prof. Course (Victory Stadium).
- 14-15 — Volleyball: RN v Poole v Whitefield (Women) (HMS Sultan).
- 15 — Hockey: RN v Ascot (Ascot); Hockey: RN U21 v Kent U21 (Kent); Rugby: RN U19 v Somerset Colts (Yeovilton).
- 17-18 — Boxing: RN Open Championships (Portsmouth).
- 18 — Soccer: RN v Wiltshire 1930 (Portsmouth); Rugby: RN v Cornwall (Home fixture) — 1930 (Rectory, Devonport).
- 20 — Squash: RN v Squirrels (Oxford).
- 21 — Fencing: RN v UAU (Portsmouth); Squash: RN v Oxford (Oxford); Netball: RN v Northants (HMS Nelson); Hockey: RN v Chichester (Clarence); Badminton: RN v Isle of Wight (Portsmouth).

- 22 — Hockey: RN v Portsmouth CS (Hilsea); Netball: RN v Mid Hants (HMS Nelson); Hockey: RN v Hawks (Away); Hockey: RN U21 v Kestrels (USSC Portsmouth); Kayak: River Dart (Devon).
- 24 — Rugby: RN v Bristol — 1915 (Bristol).
- 25 — Soccer: RN v Dorset — 1930 (Poole).
- 26-27 — Squash: Inter Services Squash (Aldershot).
- 26-29 — Squash: RN Championships (USSC Portsmouth).
- 27 — Swimming: RN v GLC (London).
- 28 — Squash: Combined Services Squash Selection (Aldershot); Rugby: RN v Blackheath (Home fixture) — 1430 (US Portsmouth); Rugby: RN U19 v Devon Schools (Devon).
- 29 — Rugby: RN U19 v Plymouth Albion (Devonport Services); Hockey: RN U21 v Somerset U21 (Somerset); Hockey:

RN v Havant (Clarence); Kayak: River Usk 2 (S. Wales).

FEBRUARY (1st week)

- 1 — Hockey: RN v Cambridge University (Park Royal / Chatham); Soccer: RN v London University (Motspur Park); Rugby: RN v Leicester — 1915 (Leicester); Ski: Inter Services Championships (St Moritz).
- 2 — Boxing: RN v Army (Aldershot).
- 3 — Squash: RN v Escorts (London).
- 4 — Fencing: RN v Surrey (Portsmouth).
- 5 — Hockey: RN v Purley (Purley); Hockey: RN U21 v Southampton University (USSC Portsmouth).
- 4-5 — Volleyball: Services Tournament (Women) (HMS Raleigh).
- 15 — Squash: Combined Services Squash v BUSF (London).

And Galatea's soccer sixers win too . . .

H.M.S. Galatea's soccer team decided they would not be outshone by the very successful ship's hockey team and so entered the Command soccer sixes, which was held by H.M.S. Ark Royal.

H.M.S. Galatea got to the semi-final without too much trouble, beating the MOD Police 2-1, H.M.S. Drake 6-0, and R.N.E.C. Manadon 4-0. In the semi-final they met H.M.S. Raleigh, the favourites to win the competition.

Galatea stormed into a three goal lead early on, Raleigh fought back hard, getting two goals but not succeeding in beating Galatea.

In the final, Galatea met H.M.S. Defiance. The match ended in a 0-0 draw, which was then decided on penalties which Galatea won 4-3.

SIR JOHN GETS THE LOWDOWN

Newest "recruit" to the Armed Forces Pay Review Body — he has held the part-time, unpaid job for a year — Sir John Read chats to members of the ship's company of H.M.S. Kent during her visit to London just before Christmas.

Sir John, chief executive and chairman of the E.M.I. Group, is a former commander R.N.V.R.

Members of the AFPRB, which is due to make recommendations in the spring on the currently massively publicised topic of Service pay, often visit Service units on an informal basis to gain background knowledge to the mass of formal evidence presented to them by MOD.

Another Royal Navy ship which was visiting London in December was H.M.S. Penelope.



NO GAG ON PAY STUDY FINDINGS

(Continued from Page One)

He said the AFPRB should have its reputation rehabilitated by being given the authority to allow handsome pay increases in the near future.

Mr. Emlyn Hooson said, "Two sergeants, with their tongues in their cheeks, complained to me that the firemen have taken all their moonlighting jobs."

He said the country could not afford to have disgruntled and discontented Armed Forces upon whom increasing burdens were placed.

Mr. Ernest G. Perry said moonlighting in the Services had been going on for over 50 years, but it might have reached higher proportions today. The same was true in civilian life.

ANXIETY

Mr. David Walder said they were now seeing a situation in which the operation of the military salary in conditions of inflation and a pay pause worked positively to the disadvantage of the Serviceman. He said that from talking to Servicemen he knew the Services did not want the establishment of trade unions.

The Minister of State for Defence (Dr. Gilbert) said, "It is

true that there is anxiety in the Services about their present pay and conditions. It is quite justified anxiety and Ministers and Service chiefs are very well aware of it and have been for some time."

He said the Government completely agreed with the terms of the motion tabled. The country as a whole continued to recognise that it owed the Forces a very great debt of gratitude.

CONSCIENTIOUS

Many people, and not only the Forces, were in a position where they did not get overtime or wage drift and where they were tied down to a 10 per cent pay increase and had to face charges in excess of the increase they had been able to gain for themselves.

They regretted very much that the Forces found themselves in this position. "But they are not unique in that respect." The public supported the pay policy — there was no ambiguity about that.

The Minister said that members of the AFPRB worked extremely hard and without pay. The House should pay tribute to the work of the Review Body, which did its conscientious best for the Forces.

"The position at the moment is that the MOD is putting to the Review Body in the clearest terms the Forces' case on all the major issues concerning pay and charges, including the value of the X factor and the way in which the charges are calculated.

DETERMINED

"The recommendations of the Review Body must be implemented in a way that is consistent with the Government's pay guidelines, and this may involve phasing over a period. The Secretary of State for Defence is determined to ensure that the military salary is brought up to date and that full comparability is restored as soon as pay policy permits."

In answer to a question Dr. Gilbert said, "The Review Body is recommended to make recommendations in line with Government pay policy. It is not nobbled by any statutory policy."

Tributes to firefighters

After visiting naval firefighters in Wiltshire, the First Sea Lord (Admiral Sir Terence Lewin) signalled, "I was very encouraged by the cheerful and spirited way in which the fire crews at Trowbridge and Swindon are tackling their job and I am sure this is typical of all R.N. and R.M. crews. The training and back-up organisation is equally impressive."

Another message came from the Commander-in-Chief Naval Home Command (Admiral Sir David Williams) who said many would be away from families and friends at Christmas and New Year and some others were at short notice for recall. "I regret that this has to be, but hope that the arrangements we have made will give you as happy a time as the circumstances allow."

SKILL AND COURAGE

"I congratulate all of you on tackling your tasks with such versatility, cheerfulness and success — not only those on firewatch, but also those training firefighters, administering teams in the field and undertaking long hours of extra work to replace those away."

In the Commons, the Minister of State for Defence (Dr. J. Gilbert) said men from all three Services providing emergency fire cover were carrying out their duties with conspicuous skill and courage.

FIRE POWER

(Continued from Page One)

From public funds £10 a head (paid into local welfare funds) was granted for entertainment and seasonal fare for the men involved. Naafi presented £5,000 worth of games between all the Services to help relieve boredom during long watches, and the Nuffield Trust "chipped in" with more than £1,000 for the Navy men, some of it being spent on television hire.

Another "Christmas comfort" for the sailors was two free telephone calls over the holiday period, in addition to those already available, and it has been agreed that the firefighters should have three free railway warrants a month.

HEARTWARMING

Following a suggestion by a group of politicians, SSAFA has been receiving contributions to be used for the benefit of Servicemen fighting fires and on duty in Northern Ireland, and their families.

Several days before Christmas there was a first distribution to the Royal Navy of more

than £7,000, and the total fund had by that time topped the £70,000 mark. Many of the contributions were accompanied by the most heartwarming tributes to the Servicemen.

While these were some of the major items of practical help, countless other kindnesses are reported. In many places strong liaison was struck up with the ex-service organisation, including the Royal Naval Association, and off duty firemen were entertained to meals as guests of members and their families. Many other families and organizations were generous with their hospitality.

Every effort has been made to ensure that the operational programme of ships remains unchanged, but with so many men from shore establishments on firefighting duties, training has inevitably been affected. How serious the eventual effect will be must depend largely on the length of the strike.

Meanwhile, the position regarding men at sea and due to go to sea is outlined in Dray's Corner in Page 4.

VOTES: FEWER NAVAL WIVES ON REGISTER?

Those whose hackles rose over the new voting legislation which makes naval wives Service voters, will be interested in the figures which have resulted as registration forms have come in.

First indications are that some 27,000 men and women of the Service have returned the forms, which is about 37 per cent. of total naval strength, comparing favourably with a previous figure thought to be about 25 per cent.

Some 15,500 Service "spouses" (to use the official term) have also returned the forms — a figure which has to be related to the 36,000 married men and women in the Service. This produces a percentage of just over 40.

More sailors

The figures, compiled in December at about the time of the closing date for receipt of registrations, were not the final ones, but the flow of forms had by that time reduced to a trickle.

They do, however, already indicate that the names of more sailors will be finding their way on the register next time. For the wives — previously civilian voters — direct comparison is not possible from central sources, but the experience of at least one local electoral registration office is that the new figure is well down.

Apathy

If this proves the general pattern, the reasons will be a matter for continued speculation. Some wives made it abundantly clear they do not agree with the new system involving attestation; some said they did not receive the forms from their husbands. Apathy may also have contributed, although some electoral registration offices did much to help and encourage wives to complete the forms.

AJAX CEREMONY

After a six-month refit, the Ikara Leander-class frigate H.M.S. Ajax was rededicated at a Devonport ceremony on December 3.

Guests of honour were Admiral Sir Desmond Dreyer, gunnery officer of the seventh Ajax at the Battle of the River Plate, and Lady Dreyer, who launched the present ship and who is pictured talking to AB(M) John Pilkington.

Looking on is Capt. P. Cobb, commanding officer, whose wife cut the cake assisted by JS Michael Timmins.



Submarine staff move

New Year sees the move of the Flag Officer Submarines, with the operations, warfare, engineering, training and administration elements of his staff, to the Northwood headquarters of the Commander-in-Chief Fleet.

The remainder of the staff, including the Submarine Maintenance and Refit Authority, is staying at H.M.S. Dolphin.

Physical move of the FOSM office — officially at Northwood from January 3 — was taking place during the Christmas leave period.